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Volume CCXLVII No. 3209

THE SPHERE

LONDON, December 2, 1961

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With which are incorporated *The Graphic* and *Black & White*

FIFTY KNOTS ON THE SOLENT

The gas turbine patrol boat, *Ferocity*, cuts through the water during a high-speed run on the Solent. Off the Isle of Wight she reached speeds of between 50 and 54 knots while on demonstrations last week for representatives of the Commonwealth navies and Nato countries. The highly-advanced boat, built as a private venture by Vosper Limited, of Portsmouth, is powered by two marine versions of the Bristol Siddeley Proteus turbine (the engine used in the Britannia airliner). There are other links between *Ferocity* and air design—she is steered very much like an aircraft and can be placed under automatic control, similar to the aircraft device known as George. Design and building of *Ferocity* followed that of Vospers' 50-knot Brave class fast patrol boats for the Royal Navy. But these have three instead of two Proteus engines. *Ferocity* also has two cruising and manœuvring diesel engines. The interest expressed in the boat by Commonwealth and Nato countries is indicative of the trend towards standardisation of equipment, particularly evident in Nato policy for aircraft

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NEWS SUMMARY

Resumption of nuclear test conference; a round of talks between world leaders; East German proposal to Bonn; a plot and a pardon in the Middle East

INTERNATIONAL

The Three-Power Conference on banning nuclear tests was due to meet again in **Geneva** last Tuesday, Russia having agreed a few days previously to the proposal for the resumption by Britain and the United States (the other two participants). Russia's willingness to continue the talks was thought to mean that the recent series of Soviet nuclear bomb tests was finished. The Geneva conference started in October 1958. The 340th session adjourned early last September.

While the negotiations on Britain's entry into the Common Market continued in **Brussels,** a statement was issued in **London** concerning the reports that the full text of the opening speech on October 10 by Mr. Heath, leading the British delegation, to the Common Market representatives had come into the hands of the U.S. Government but had not been communicated to the Commonwealth and E.F.T.A. countries. The statement said that the Commonwealth countries and the members of E.F.T.A. had been given the parts of the Heath speech relevant to them and would now be given in confidence copies of the full text.

GREAT BRITAIN

President de Gaulle spent last weekend as the guest of Mr. Macmillan at the latter's country home, **Birch Grove,** in Sussex. There was no official statement at the end of the private talks, but a Foreign Office spokesman said that the atmosphere of the discussions had been " most friendly, pleasant and intimate."

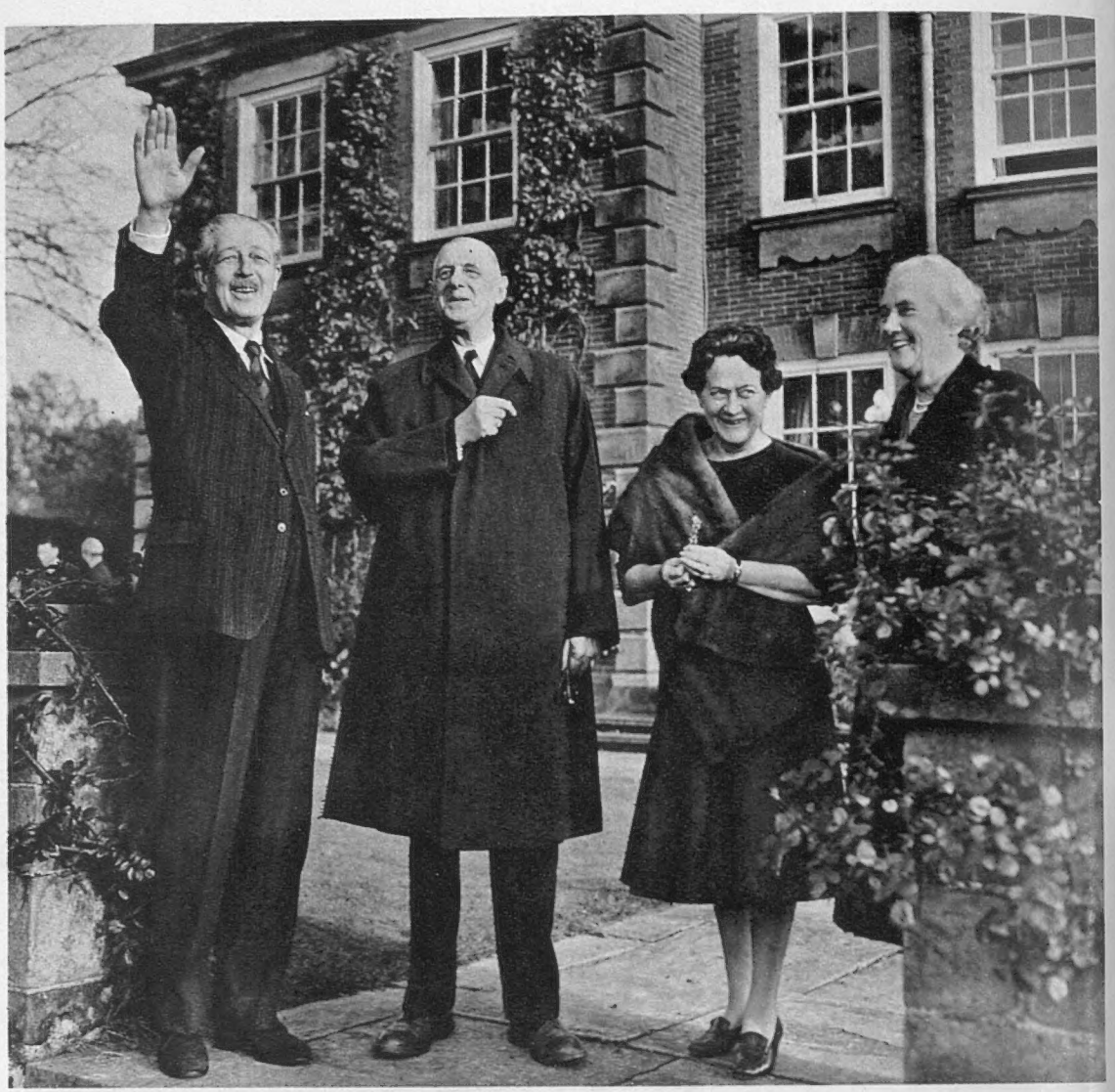
The Government last week emphasised its determination to continue with the pause in pay rises. The award of increased wages to the electricity workers was not to be taken as an indication that the pause was ending, Mr. Macmillan told the House of Commons. The Prime Minister delivered an implied rebuke to the Electricity Council for making the award against the advice of the Government, and said that the Minister of Power had expressed great disquiet and anxiety to the Council. On Wednesday the T.U.C. postponed decision on its Economic Committee's recommendation to join the Chancellor of the Exchequer's proposed National Economic Development Council. Mr. Selwyn Lloyd, speaking at **Liverpool** on Saturday, said the pause would continue until the results of the Government's present policy were available for review early in 1962. However, in some sections of the Press it was anticipated there might be further breaches in the pause because of the wages claims pending from builders, engineers, shipbuilders, firemen, railwaymen, farm workers, gas workers, Civil Service manual workers and Post Office employees.

THE UNITED STATES

In **Washington** last week, President Kennedy had talks with Dr. Adenauer, the West German Chancellor. An official communiqué said that the two leaders had agreed on a basis for negotiations with the Soviet Union to end the present crisis. It was generally believed that Dr. Adenauer agreed to negotiations with the Russians over Berlin and to try to convince President de Gaulle on the need to negotiate. In return, President Kennedy agreed to restrict negotiations to the future of Berlin and stated that the U.S. had no intention of recognising East Germany.

Last weekend, at **Hyannis Port,** Massachusetts, Mr. Adzhubej, editor of *Izvestia*, and Mr. Khrushchev's son-in-law, secured a journalistic scoop. He had a two-hour-long exclusive interview with President Kennedy entirely on questions of foreign policy. Mr. Adzhubej said the interview would be published in full in *Izvestia*. A U.S. President has never before received such treatment in a Soviet paper.

Also at Hyannis Port, Mr. Salinger, the White House Press Secretary, announced that President Kennedy had made the first major changes of his ten-month-old administration. Mr. Bowles, Under-Secretary of State, would be moved to another high-ranking post. His place would be taken by Mr. George Ball, Under-Secretary of State for Economic Affairs. Eight other changes were announced.



Mr. Macmillan, President de Gaulle, Madame de Gaulle and Lady Dorothy Macmillan on the terrace of Birch Grove

GERMANY

The East Germans made their wall in **Berlin** even more impenetrable with concrete, girders and tank traps. In West Berlin, Herr Brandt, the Mayor, said in a broadcast that the Kennedy-Adenauer talks " served in the interests of our city."

Herr Ulbricht, the East German Communist leader, at the meeting of his party's central committee, outlined a plan for " the two German States," which would respect each other's sovereignty, renounce atomic weapons, support a non-aggression pact between Nato and the Warsaw Pact countries, and start talks on federation.

In **Bonn** last weekend, it was feared that Dr. Adenauer might not be able to proceed with his meeting with President de Gaulle this week, since he had influenza.

THE SOVIET UNION

A communiqué issued in **Moscow** shortly before the departure of President Kekkonen of Finland after his talks with Mr. Khrushchev, stated that the proposed military consultations between their two countries had been put off. On October 30, Russia told Finland they must have joint defence talks because of the " menace of possible invasion of Russia and Finland by West Germany and other Nato powers." The news of the postponement was received with great relief in Finland.

MIDDLE EAST

It was reported from **Cairo** that nine people, seven of whom were said to be French citizens, had been arrested by the Egyptian authorities for plotting to assassinate President Nasser under the alleged direction of the French Government. They included four members of the French Property Commission, a caretaking body created after the Suez operations. One member of the Commission was reported to have made a full written and signed confession, and to have stated that the ring was also studying the possibility of " engineering Israeli armed aggression accompanied by massive internal subversion."

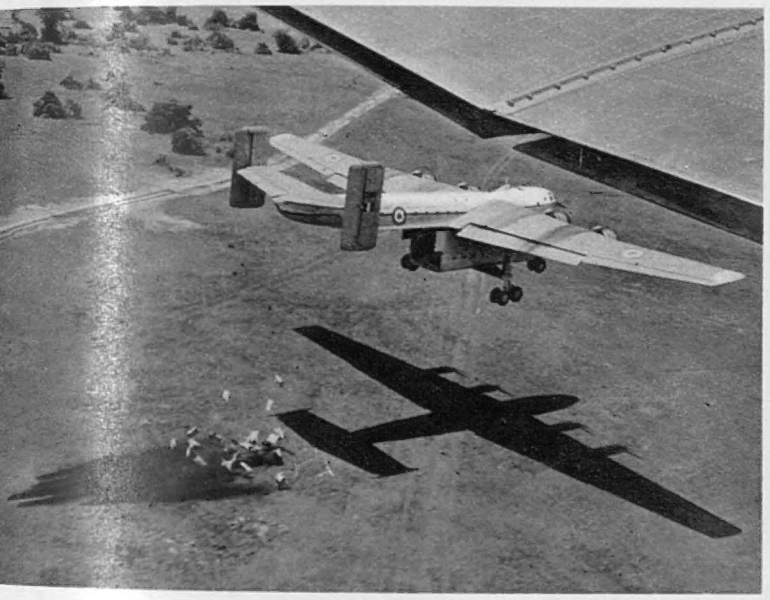
In **Bagdad,** General Kassem pardoned and released Colonel Aref, a former Deputy Prime Minister of Iraq, who had been in gaol since 1958 under sentence of death for treason. Colonel Aref, who had been charged with an attempt to assassinate General Kassem, was reinstated in the army " under the principle of good for evil."

THE NEWS IN PICTURES

A scout car of the Ethiopian contingent to the United Nations forces in Congo drives near Kindu airstrip. The car was one of those ferried in by the thirteen Italian airmen who were massacred there by the local Congolese garrison. In New York last week the Security Council passed a resolution rejecting Katanga's claim to be an independent state and calling on all secessionist activity in the province to cease. United States proposals to deal with possible secession by other Congolese provinces were vetoed by Russia. In Elisabethville President Tshombe of Katanga called on his people to be ready for war with the nations who are members of the Security Council

UNITED NATIONS MEN ON PATROL IN KIVU PROVINCE OF CONGO

Far left, below: A Beverley four-engined transport of the Royal Air Force engaged on large scale operations in dropping food and supplies to the flood-devastated areas of Kenya. The floods have considerably worsened the danger of famine in East Africa. In Kenya and Tanganyika early this week it was believed the worst was over, but food will have to be provided for several months. Meanwhile, supplies were being diverted to Mogadishu in response to an appeal for aid from the Government of Somalia, where floods had swept away several villages



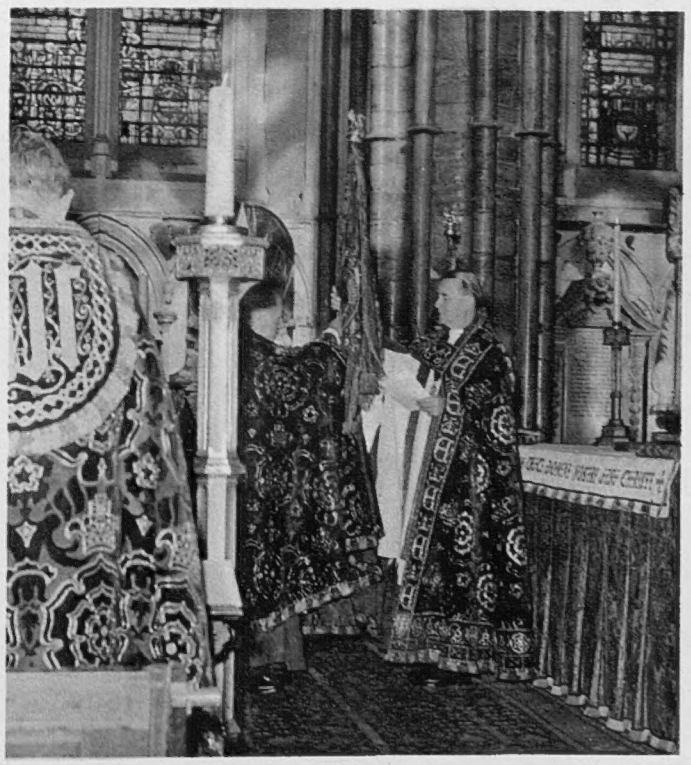
FLOOD AND FAMINE RELIEF IN EAST AFRICA

MR. MAUDLING AND MR. KENYATTA

Mr. Maudling, the Colonial Secretary, shakes hands with Mr. Jomo Kenyatta after their talks in Nairobi. Mr. Maudling was on his first trip to an African territory last weekend in his capacity as Colonial Secretary. During his visit he heard the demands of the two rival African parties, Kanu and Kadu. He also met representatives of the European farmers. (See also John Connell, page 348)

Far left: Field Marshal Lord Alexander of Tunis inspects the 1st Battalion, the Irish Guards, at Caterham Barracks in Surrey. He was paying a farewell visit to the battalion which was due to fly to Germany at the beginning of this week to relieve the 2nd battalion, the Grenadier Guards in B.A.O.R. Lord Alexander began his military career in 1911, when he was commissioned into the Irish Guards

FAREWELL FROM THEIR COLONEL



GOODBYE TO THEIR GUIDON

The Dean of Westminster, the Very Rev. Eric S. Abbott (right), receives from the Sacrist, the Rev. C. Hildyard, the old Guidon of the Westminster Dragoons. This forked-end guide flag was laid up at a service in Westminster Abbey on Saturday of last week. Earlier in the service, the old flag was handed over by Sir Harold Pyman, the Honorary Colonel of the Westminster Dragoons, a Territorial Army Regiment. Last year the Regiment was presented with a new Guidon by the Queen

CHRISTMAS ILLUMINATIONS FOR OXFORD STREET

Coloured in various shades of red, gold and blue, many large, illuminated Christmas decorations draw traffic at night to London's Oxford Street. On Thursday of last week the illuminations were switched on by Mr. Stafford Bourne, chairman of Bourne and Hollingsworth, who is the President of the Oxford Street Association. This is the second year in which there have been Christmas decorations across Oxford Street, and the third year in which there has been any joint scheme for Christmas decoration

Below right: The Duke of Gloucester shakes hands with Gracie Fields after the Royal Performance, *Fall in the Stars*, at the Victoria Palace in aid of the Army Benevolent Society. It was the first time a Royal Performance had been given in aid of the Fund. The Duke and Duchess of Gloucester saw a lavish variety show. All the men in the cast had served in the Army and all the women had been either in the Army or entertained the Forces overseas. The Army Benevolent Fund, of which the Patron is the Queen, provides financial support for the benevolent work of Corps and Regimental associations and for a number of charitable organisations.

FIRST ROYAL PERFORMANCE FOR THE ARMY BENEVOLENT FUND

Far right: Accompanied by Lady Hoare, Sir Frederick Hoare, the Lord Mayor of London, draws a ticket out of the tombola during his visit to the Park Lane Fair. This was held last week at Londonderry House in aid of the Forces Help Society and Lord Roberts' Workshops

AT THE PARK LANE FAIR

Below: The little two-coach train, known as "The All Hallows' Flier," steams over the section of lines between Stoke Junction Halt and All Hallows, on the Thames estuary, in Kent. On Sunday, December 3, British Railways will close the branch line from Gravesend to All Hallows and the train will have run for the last time. The line is being shut because few people now use it

ONE OF THE LAST JOURNEYS OF "THE ALL HALLOWS' FLIER"

AT THE FACTORY EQUIPMENT EXHIBITION

Dr. Beeching, the chairman of the British Transport Commission, chats with Lord Kilmarnock at lunch after opening the International Factory Equipment Exhibition. In his opening speech Dr. Beeching spoke of the gap between Britain's rate of increase in production and what it could be. The Factory Equipment Exhibition was held at Earls Court, in London, during last month

THE NEWS IN PICTURES

ESCAPE FROM A BURNING AIRCRAFT ON A U.S. CARRIER

Lieutenant John Terrance Kryway uses his ejection seat to escape from his F8U-1 Crusader jet fighter which had caught fire while landing on the deck of the aircraft-carrier U.S.S. *Franklin D. Roosevelt* in the Atlantic. The lieutenant landed in the sea and was reported to be only slightly injured. The incident occurred in October, but the photograph was not released by the United States Naval authorities until last week. The modernised *Franklin D. Roosevelt* has a standard displacement of 51,000 tons. She carries Regulus guided missiles and 137 aircraft, including large bombers of the latest type

RUSSIAN PRIESTS IN DELHI

Below right: Representatives of the Russian Orthodox Church leave the Vigyan Bhavan in Delhi after the opening of the Conference of the World Council of Churches. In one of the first sessions last week the Russian Orthodox Church was elected to membership of the Council by a large majority. Over 170 churches are represented on the Council and the Vatican sent observers to Delhi

ON THE ROAD TO WINDSOR

Far right: A boat and an amphibious vehicle of the Australian Army head along the flooded road to Windsor, in New South Wales. This was one of the areas in the State which suffered severe inundation last month. In Windsor and Richmond, both North-West of Sydney, 1,300 people evacuated their homes

THE *FRANCE* AT SEA

Below: After completing her first four days of sea trials, the flagship of the French Line, *France*, sails into her home port, Le Havre, to receive a welcome from about 100,000 people lining the water front. She is due to enter service on the Le Havre-New York route early next year. The *France*'s Commander, Captain Georges Croisile, said that on the trials the liner had maintained an average speed of 34.13 knots

GERMAN DESTROYERS AT CHATHAM

Right: With a Royal Naval guard of honour and a Royal Marine band on the quay, the West German destroyer, *Z-1*, comes in to dock at Chatham. She was one of three destroyers, the others being her sister-ships *Z-2* and *Z-3*, which paid a three-day courtesy visit to Britain last week. The ships are all ex-U.S. Fletcher-class destroyers on loan from the U.S. for five years. *Z-1* was formerly the *Anthony* and was built during the war

ROYAL SISTERS

A first picture of Princess Margaret and her baby; the Queen continues her tour of West African countries

This charming study is one of the first photographs to be released of Princess Margaret, Countess of Snowdon, with her son, Viscount Linley. It was taken by her husband, the Earl of Snowdon, at Clarence House. Their child was born on November 3. He is fifth in succession to the throne, after the Prince of Wales, Prince Andrew, Princess Anne and Princess Margaret herself

On board the *Britannia*, the Queen and the Duke of Edinburgh

On the Royal tour of West Africa, the Queen and the Duke of Edinburgh last week paid a thirteen-hour visit to Liberia, the oldest republic on the West coast. Huge crowds gathered in welcome in Monrovia, including members of over twenty different tribes who had come many miles to the capital. Among them were primitive devil-dancers, snake dancers and drummers who gave their displays in the road outside the Presidential mansion, while the Queen and Prince Philip were at luncheon with President and Mrs. Tubman. At the luncheon, the Queen invited her hosts to make a State visit to London next summer.

From Liberia, the *Britannia* sailed to Freetown, Sierra Leone. She berthed in the estuary of Rokel river, flying the specially-designed standard of the Queen as Queen of Sierra Leone, on the first visit by a reigning monarch. (The former colony became independent last April.) The Queen and the Duke of Edinburgh were welcomed by the Governor-General, Sir Maurice Dorman, and the Prime Minister, Sir Milton Margai. Banners, flags and huge crowds greeted the Royal visitors. For Prince Philip's visit to Guma dam, which will provide fresh water for Freetown, the workmen settled temporarily their unofficial strike.

Last weekend, on her Far East Tour, Princess Alexandra was at Bangkok, as the guest of King Bhumipol and Queen Sirikit of Thailand.

On her arrival in Monrovia, the Liberian capital, the Queen is with President Tubman

In Freetown, the Queen presents new colours to the Royal Sierra Leone Regiment.

Right: The Queen receives a bouquet at the British Embassy in Monrovia

JOHN CONNELL

WHAT RELIEF FOR AFRICA?

It has to be remembered, in explanation though not in excuse of my outlook and conduct, that I am of the generation of writers most heavily and lastingly influenced by Mr. Evelyn Waugh. In my youth his satire made me laugh a great deal; in middle age I find that I agree with most of his opinions. Thereby hangs my tale this week.

My host in the House of Commons courteously accompanied me back from the Harcourt Room to the Central Lobby. In one of the rooms along the corridor various representatives from Africa were being entertained. The party overflowed gaily into the corridor. Why did I suddenly think of Seth, the young Emperor of Azania, and the deplorable Basil Seal in Evelyn Waugh's *Black Mischief*?

In the three decades since the publication of that novel Africa has travelled a long way very quickly. Miss Margery Perham, one of our greatest experts on colonial affairs, in her absorbing Reith Lectures, is retracing and mapping the road; and I have found especially refreshing her candid admission that African nationalism is, in large measure, the consequence of a complex of bitter and lasting personal resentments, and differs, therefore, in kind as much as in degree, from nineteenth-century European nationalism. Its fundamental impulses are those of material envy and emotional rejection which are in violent and possibly irreconcilable conflict with each other. Rare and remarkable are those who, among the present generation of African leaders, are not permanently subject to these impulses, and permanently scarred by the conflict they engender.

Parties such as that past which I edged in the Palace of Westminster the other day are, I have come to the conclusion, of little or no value. Laborious and patient study, like that to which Miss Perham has devoted a large part of her life, is the one hope. But there is so little time left in which to be patient and scholarly. Politics, of the most febrile sort, is all that matters now. Some African politicians have become tough and experienced in the practical manœuvres, the shifts, the formula-chasing that are one aspect of politics. But for my part I find it difficult to discover in them any adherence to—or perhaps any comprehension of—the moral principles which must govern political life, or any willingness to submit to the intellectual disciplines which only can inculcate and sustain those principles.

Sir Roy Welensky, whose recent visit to Britain was far more important and effective than his detractors have conceded, is constantly chided by progressive-minded people for giving his aspect of the truth about African nationalism, and about the leaders who incite their followers to defy the laws, to flaunt the rules of good husbandry and to disrupt industry. At least one commentator has likened the Federation's Prime Minister to a prehistoric monster.

" The freedom which is our goal," said Sir Roy in London last month, " is far more than the freedom of political independence and far more than the freedom which the doctrine of ' one man, one vote ' would confer. It is freedom from want, freedom from ignorance, freedom from the brutal savagery of tribalism; freedom from superstition and witchcraft, freedom from intimidation; and the freedom of equality before the law. These are the rights of man, as much as is the vote, and this is our inheritance from Britain, and from her imperial mission."

What is either prehistoric or monstrous about that declaration? To me the dreadful and tragic chaos which the rapid accomplishment of political independence has brought to the Congo is, in the strictest sense of the word, monstrous. The murder of thirteen unarmed Italian airmen by drunken Congolese soldiers was monstrous. The conduct of another batch of these soldiers in Luluabourg on the night of October 31 was monstrous. They " arrested " and beat up some 300 European civilians, looted their homes and raped their womenfolk, while, I am informed, detachments of U.N. forces, who were in the town, refused to intervene.

The attitude of these U.N. troops could also, if the evidence subsequently published in Belgium is (as I believe it to be) accurate, be described as monstrous. I am told that individual officers and men, if they are asked why they are in the Congo, reply " to get rid of the colonialists "—by which they mean the few remaining Belgians. One of these soldiers is reported to have told an inquirer that, when his time in the Congo was finished, he would probably volunteer for the next U.N. operation, which, he thought, might be in one of the British colonies, such as Kenya or Rhodesia.

Can those of us who have friends and relations in Kenya and Rhodesia be blamed if we are not over-enthusiastic about the prospect of immediate political independence, followed by a U.N. intervention, in these countries? Are we " prehistoric " to prefer Sir Roy Welensky's methods and views? The United Nations' representatives, we are assured, have a case and have done their best in the Congo. I am only too anxious to be convinced that this is so: but if I were a judge I would say there is too big an accumulation of evidence to show that, as Lord Winterton has said, they have been callous and incompetent by turns; and I do not wish that callousness and that incompetence to have another outing at the expense of my friends in Kenya.

At Eastleigh R.A.F. Station, Nairobi, Sir Patrick Renison, Governor of Kenya, helps to unload a bag of maize. This brought to a total of 1,000,000 lb. the amount of maize which had been dropped by the Royal Air Force during famine-relief operations in Kenya

Mr. Maudling, who seems to be showing himself to be far less rigid than his predecessor at the Colonial Office, has now moved on from Kenya to the Central African Federation. Before he went to Kenya he prudently caused to be announced a new scheme for the purchase, for Africanisation, of British-owned farms. This will at least give some British farmers (not those, however, who have developed their land fully, or who employ considerable numbers of Africans; these are specifically excluded) a chance to leave the country other than as paupers. Instead of a third of the purchase price in cash and the rest to be paid over seven years in " bonds " only redeemable in Kenya currency, they are now to be offered half the purchase price in cash, and the rest in three annual instalments to be paid in bonds guaranteed by a British bank and redeemable in sterling. This change is a small and belated palliative; let nobody think it is going to cure Kenya's maladies. No more remediable is the removal of the disability—not being able to sit in the Legislative Assembly—from Mr. Kenyatta.

One of my closest friends in Kenya who, on April 25 next year, with his wife and two schoolboy sons, will sail away for ever from the only home he and they have known, says in his latest letter to me " Kenya is in ruins." To economic disaster, there have now been added drought, flood and famine. Ordinary services—posts, telegraphs, hospitals, road and rail maintenance—are grinding to a halt.

When famine relief measures were at their climax, with British money freely contributed, and British troops and aircraft hard at work on what would normally be considered an urgent, humanitarian mission, Mr. Kenyatta arrived in Nairobi from Britain and Ethiopia, demanding *uhuru* by February 1 next year whether anyone else likes it or not; and Mr. Tom Mboya (applauded by Mr. Kenyatta) reportedly said, scornfully, " We don't want British troops here. Africans could do the work better. They are only here to disturb us."

Despite Mr. Mboya's subsequent " explanations " of this remark, I wonder whether the Masai and the Wakamba really feel that, by the relief work, they have been either disturbed or exploited by the British.

More and more of Kenya's people—apart from the British farmers—contemplate, I believe, with some distaste the prospect of having to submit to a Kikuyu-Luo domination from next February. The Kipsigis, for example, are said to be arming fast. There was an alarm raised one day last month, and they turned out in battle array. Every hilltop within forty miles of Londiani had its patrol of armed warriors posted.

Waugh's scene seemed hilarious to me thirty years ago when he described the meditations of the young Emperor of Azania: " If I had *one* man by me whom I could trust . . . a man of progress and culture. . . ." The fun has a sharp and bitter edge to it now that the men of progress and culture have got what they wanted in Africa.

President Gursel stands with Turkey's new Prime Minister, Mr. Ismet Inonu, after Mr. Inonu's coalition Government had been sworn in in Ankara. As head of the former junta (National Unity Committee), which ruled Turkey after the military coup, General Gursel was very much "the power behind the throne" in Mr. Inonu's attempts to form a Coalition between his Republican People's Party and its opponents, the Justice Party. Only after strong Army pressure did the Justice Party agree. Mr. Inonu is Turkey's elder statesman. A close associate of Ataturk, founder of modern Turkey, he became Prime Minister in 1923, again from 1925 to 1937 and President from 1938 to 1950. It was with the powerful backing of the Army that last month he became Prime Minister again. The new Government pledged its support to the Western Alliance under Nato and the Central Treaty Organisation

RULERS OF TURKEY

Visitors look at the paintings at the 68th Annual Exhibition of the Royal Society of Portrait Painters, at the Royal Institute Galleries, Piccadilly. (See also page 364)

The new bridge over the Regent's Canal in Regent's Park, London, has been opened to the public. It replaces a bridge which was built over 100 years ago. In the background is St. Mark's church

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

THE IMMIGRATION BILL. Is it, or is it *not*, the duty of an Opposition blindly to oppose? Of course not. The taunt of "colour bar" was too good to miss. Mr. George Brown described the Immigration Bill as "the most abject recent example of Conservative expediency" and the Opposition decided to oppose it. Mr. Brown gave his reasons: under it Britain will abdicate her proud position as the Mother Country of a unique association of free and equal peoples; the Commonwealth will never look the same again; and there will be a permanent change for the worse in the political outlook of the emergent territories. Such were his arguments. If all his prophecies come true it will be a great pity. But there *are* arguments on the other side, and Mr. Brown and Mr. Gordon Walker might better have reserved judgment on the Bill's "abject expediency" until they had mentioned the counter-arguments, measured and examined the logistics of unrestrained immigration and then dismissed them as moonshine. The facts of life in the Commonwealth today are worth consideration and the Bill is not yet in its final form. Incidentally, the Commonwealth of late years has not been "the same thing" two years running. And the arguments for the Bill are *not* negligible. For one thing, the demand for it is pressed by thousands of workers of the Opposition's own political colour, who see the coming dangers of unemployment and racial bitterness resulting. Nor must the problems of lack of space for housing, on the roads and in the streets, be dismissed as trivial. This island is very small to carry a population of even 50,000,000. No one denies that it is a proud position for Britain to be regarded as the Mother Country of a unique association, but that position must be carried off with dignity and a certain decency and practicability. If the present rate of immigration continued unchecked, there are good grounds for fear that in the years ahead, this Mother Country might seem to many of her sons the home of lost causes, of slums and unemployment, of congestion and confusion beyond redemption, of racial bitterness and of filial criticism and even contempt. Expediency is not inevitably a word of shame. Its first meaning is "that which is suitable." All of us have bowed to it, ruefully but inevitably, in our private lives, compelled to cut our coats to our cloth. God who in late years made us mighty, has not seen fit to make us mightier or wider yet, and Mr. Brown has not examined the situation from every angle. I take it that new plans for the defence of our country and overseas commitments are "expedients" and a question of available cloth for the necessary tunics; and, therefore, are common-sense, not abject, expedients.

"OUT OF ITS CONTEXT." On his drive to London's Guildhall for the Lord Mayor's Banquet, the Premier clearly felt, rather ruefully, that in Fleet Street he was passing through "unfriendly territory." Perhaps some organs of the Press and their caricaturists have been a little unkind to him; and, in a shorter than usual speech, he tardily did his best to kill for ever that long-lived "Never had it so good." I think he succeeded. Taken out of its context, almost any pronouncement by a public man can be twisted, and this particular "extraction" has long been a sharp weapon against the Premier when divorced from its warning context. (My own warning to him is to avoid in future American slang.) But the habit is widespread among reporters who have not space for full reports *verbatim* and among editors who seek for spicy headlines; and it does result in deplorable dullness in Ministerial speeches, in debasing the art of oratory to the reading of too-carefully-edited scripts, and generally in the echoing of trite and guarded bromides. Which is a pity. For the Lord Mayor's Banquet is usually the occasion for a Premier to take the public, as far as he dare, a little into his confidence on Foreign Affairs.

"IN A NAUGHTY WORLD." The Penguin paper-back of *Lady Chatterley's Lover* has sold 3,500,000 copies in one year and is still going strong. Most of the copies were sold in this country, and it is fair to assume that one in five of the population has enjoyed the benefits which a jury and some expert witnesses expected from it. Whether those benefits have yet shown results in moral rearmament is not yet proved. The latest statistics in teenage pregnancy do not help to convince us. The publishers are satisfied that, without the publicity given this book by the trial, the sales would not have exceeded 250,000. They must be grateful indeed to the jury and the bishop,

Right: The Queen Mother receives a bouquet from Mr. K. Jones, winner of the Queen's Prize, at the St. Cecilia concert at the Royal Festival Hall, London, held in aid of the Musicians' Benevolent Fund

the schoolmarms and the professors who recommended it as wholesome reading for young and old. How far the little candle of publicity throws its light ! What an inducement it offers to an author to write and a publisher to sponsor another such crude and second-rate novel on the " border-line " on the chance of its leading to another court trial. In Edwardian days condemnation by a bishop in the pulpit turned a very mild version of such a book into a best-seller. A bishop's approval was even more successful with *Lady Chatterley*. But I suppose we cannot from that draw the conclusion that the Church's influence on our code of conduct is growing stronger. Be that as it may, I fancy *Lady Chatterley* is more likely to have future mention as a curious episode in English social history than as an eminent work of fiction in books on English Literature. We are a flock of sheep easy to drive when droving is profitable.

COUNTY CRICKET PROBLEMS. If, under present conditions, interest in county cricket was to raise its head again, it should have done so last summer. It was a fine summer, the Australians were boosting the game, and earlier warnings and encouragement to players to make the game more lively were here and there being taken to heart. But the gate receipts were lower than ever, averaging another 8 per cent. fall. Only Hants (for obvious reasons), Notts, Somerset, Worcester and Leicester showed increases. No doubt, nothing succeeds like success, but the rise in only five counties is not so easily and simply accounted for. If fresh expedients for reviving interest are to be put into practice, no time must be lost. The season of 1962 is appropriate for the experiments, since there will be no particular counter-attractions. For my part, I think Sunday play is the most likely chance for reviving public interest in county cricket. Hampshire is the cradle of cricket and in Hampshire I live; my own village team play matches on their charming ground on a " lawn " in the New Forest on almost every Sunday from the end of April to the end of September. And every Sunday afternoon the pitch is ringed with a three-deep circle of cars (wives inside, husbands and sons in deck-chairs in front) that would be the envy of a working-day county fixture. If our team could charge gate money, they would grow rich. The crowds from Bournemouth, Southampton, and so on, are knowledgeable and immensely interested. And (if you reflect) how much less innocently and healthily these cricket fans might spend their Sunday afternoons! If only they were litter conscious, I should acclaim them as a model of what good citizens should be and do on a Sunday in summer.

" M.P.s BARONETED." A new Political Honours Scrutiny Committee is at work before the New Year's Honours List. Lord Crathorne (Sir Thomas Dugdale) is the new chairman vice Lord Crookshank. Mr. Clement Davies for the Liberals replaces Lord Thurso (Sir A. Sinclair), and Lord Williams for the Socialists replaces Lord Pethick-Lawrence. I sometimes wish that their terms of reference were wider. It is restricted merely to reporting whether the character and past history of a candidate for a political honour make him a fit person to receive it. The Committee has no power to recommend candidates nor to recommend the nature of the honour to be awarded. If they had possessed the latter power, it is possible that, composed as they are of three parties, they might in late years have checked the Premier's generosity in recommending at least *hereditary* titles. For Mr. Gaitskell has called them snobbish nonsense and the Liberals have recently gone some way in the same direction. Thus, on paper and on pronouncements, there might have been a two-to-one majority in favour of rationing *hereditary* titles. But, in truth, who is so staunch an upholder of the hereditary system as a Labour peer? So I suppose we may expect the usual crop of viscounts and hereditary barons and baronets in January, whose past history and characters have been carefully vetted and passed as fit by the three scrutineers. Probably the work will not be very onerous. In 1922, when the Committee was set up, there was a real need for such scrutiny. Lloyd George was as generous as Mr. Macmillan, and infinitely less careful in his recommendations.

" PUFFIN'." The dream of my life has been to travel above the earth on a flying bicycle, to hop the hedges at a height of about 8 ft., self-propelled. The dream has come a little nearer with the achievements at Hatfield of the " Puffin." Pedalled, it flew 100 yards in a straight line. Quite as hopeful a start as the first powered-aeroplane made " only the other day." But for me the accomplishment of my dream will be a near-run thing. The bicycle of the air has still to learn to respond to a rudder before I can safely take to the air in the only way I can enjoy it, if I am to avoid pylons and oak trees in my line of flight. And when that rudder-control is achieved, I fear I may no longer be fit to pedal a push-bicycle on my lawn. Still, I like to think that my grandson may enjoy my dream and hedge-hop to his work, when England has become a network of M.1's, fit for motorists to speed on and when the upper air is a bottleneck.

THE OLD STAGER

ONLY FOR LOVE: In Vadim's comedy Brigitte Bardot has as her co-star Michel Subor

On holiday in the Alps, Sophie is taken for a sleigh ride

ENTERTAINMENT

BARDOT

Her new film, La Verité, opens simultaneously at the Columbia and Curzon in London on December 1

Sophie (Brigitte Bardot) teases Alain (Michel Subor)

VIE PRIVEE: In her latest film, Brigitte Bardot is with Gregor von Rezzoni

LA VERITE: In Cluzot's courtroom drama, opposing counsel are played by Charles Vanel and Paul Meurisse

For some months, Brigitte Bardot, or at least her publicity agents, have been threatening that she will retire. Nevertheless, it is pleasant to be able to record that she will be around for some time to come—in Clouzot's taut inquisition into French judicial methods, *La Verité*, released in Britain by Columbia; in the comedy *Only for Love*, supervised by Roger Vadim; and in *Vie Privée*, directed by Louis Malle, in which she stars with Marcello Mastroianni. *Only for Love*, a typical exploitation by Vadim of Bardot's charms, has been held up for various reasons. It will be released in Britain by Twentieth Century-Fox. Born in 1933, Brigitte Bardot has been one of the most remarkable phenomena of the post-war cinema. Her first film was a B-feature called *Le Trou Normande*, and her first big film was Litvak's *Act of Love*, starring Kirk Douglas. Since that time, 1953, she has made twenty-five films.

Of these, *La Verité* has been called her first really serious film. Directed by Henri-Georges Clouzot, a specialist in suspense, the film tells the story of two sisters, Dominique (Brigitte Bardot) and Annie (Marie Jose Nat), who go to Paris. Annie is a serious student of music, Dominique is a serious student of nothing and quickly takes up with a group of students on the Left Bank. Annie falls in love with Gilbert (Sami Frey), a promising young conductor, but he soon starts an *affaire* with Dominique. They lapse into a series of quarrels, separate and Gilbert goes back to Annie. Dominique in despair tries to kill herself but only succeeds in shooting Gilbert. The film is recounted in a series of flashbacks from Dominique's trial. Its pattern is that of the various versions of the truth, presented by counsel and by witnesses. Despite pretentious publicity, it is an expertly-made and cunningly-devised courtroom drama in which Brigitte Bardot gives a tense, nervous and striking performance.

Tragic misunderstanding in *La Verité*—Dominique (Brigitte Bardot) and Gilbert (Sami Frey)

Dominique's sister, Annie (Marie Jose Nat)

The happy student life—Michel (Jean Lou Reynold), Dominique, and Daisy (Barbara Sohmers)

BRIAN VESEY-FITZGERALD

FIFTY-TWO CHAIRS

How many chairs have you got in your house? I suspect that off-hand you have no idea, that you have never counted them, and I am willing to wager that you have too many. I say this with some confidence because I cannot believe that I am unique, and I have just discovered that in the course of my life I have acquired fifty-two chairs. I had no idea that I possessed so many. The house did not appear to be filled with chairs. I should, if asked, have maintained that I was no more than adequately furnished.

But there I was with fifty-two chairs and one large sofa. No man can sit on fifty-two chairs; even using one a week, like a pair of pyjamas. One develops a fondness for a particular chair; each member of a family develops a fondness for a particular chair. The others are unused, except by the occasional guest. I came to the conclusion, inspecting my regiment of chairs, that maybe half a dozen were used fairly regularly to support bodies, three were in constant use during the hours of darkness to support clothes, while the remainder just stood about idly. But they all had to be dusted. Perhaps there is some truth in the statement that a woman's work is never done.

I should never have counted my chairs had I not been moving house, from a fairly large Victorian house with big, high-ceilinged rooms to a 300-year-old cottage with small, low-ceilinged rooms. It was evident from the moment that I decided upon the move that I should not be able to take with me all my furniture, all the smart treasures collected over a lifetime. But what to discard? It was thinking about this rather painful problem that caused me to count my chairs.

Why on earth does one acquire fifty-two chairs? I cannot even remember buying most of them. I can remember buying the sofa, because I can recall the difficulty I had in finding a sofa large enough to suit the room. I can remember buying, and the thrill is still with me, a set of half a dozen Chippendale dining chairs at a sale in Gloucestershire, outbidding the " ring " for them. (Even so, I got them at about the price I would have had to pay a dealer; probably a little cheaper.) But when, where, why I bought all the others I have no idea.

One would suppose that there must have been a reason. One reason would be that one must have at least one chair in each room. But that would not account for fifty-two; far from it. I fear that, in almost every case, the reason was simply that the thing was for sale. I am a sucker for a sale. One has only to be advertised, and there I am, on the doorstep at opening time.

Thirty years I had lived in that house. Really, it is astonishing what one acquires in the course of thirty years; especially if one attends sales. Not that I am a hoarder in the accepted sense of the word. I do not, as do so many sale-addicts, buy things just because " they may come in useful some time." I am not a hoarder, I repeat. But why, oh why, did I buy six blue dragon chamber-pots? I just get carried away by the competitive spirit which is inseparable from a good sale.

Viewing the assortment of odd china, odd glass, occasional tables, clocks, what-nots, bric-à-brac—" bargains," every one of them, and mostly stacked, thickly clothed in dust, in the attics—I vowed that I would never attend another sale. But how to get rid of it all? The obvious thing to do was to have a sale, to work up a nice, hot, competitive spirit among the bargain-hunters. This I found I could not bring myself to do.

I must in my time have attended hundreds of sales. It would be true to say that I have enjoyed every minute of each one, even those few where even I have found nothing to buy. But I have always been conscious of the fact that behind every such sale there lies tragedy. What one is really doing is attending the break-up of a home, picking over the bones like a vulture. I have to admit that the realisation has never worried me more than momentarily in the past; I have always salved my conscience by the thought that the money would help. But now it was *my* home. All of a sudden I felt rather ashamed of my attic collection of oddments, but at the same time I would be damned if I would have the neighbourhood pawing over it. But I had to get rid of it. So I got a dealer down.

He arrived, smoking a cigar and driving an ancient Bentley. He wore a beautiful suit and a bowler-hat, which, like the characters in American thriller-films, he did not take off throughout the afternoon. He walked round my house in complete silence, and I walked behind, feeling smaller every moment. By the end of the tour I was convinced that he was going to dismiss the lot as " junk " and that I should have to let the neighbourhood in. Instead, standing in the last attic, lighting another cigar, he said: " As nice a collection of clutter as I 've seen in years."

" Clutter." The word, in this connection, was new to me. Around here, the old women use it in the way that the modern teen-ager uses " tizzy ". They will sometimes say: " She was all of a-clutter," meaning that she had lost her self-possession. But I have since looked it up, and I find that both he and the old women are right. Clutter can also mean " a confused mass," " an untidy state." I am glad I did not know it at the time, for I have always prided myself upon being a tidy man. But, anyway, it was politer than " junk." For junk it certainly was: the detritus of years of farm sales.

But he took the lot, modern and old, rejecting only a few badly-cracked or chipped plates and cups. Whether I got the right price or not I do not know, and I do not care. What interested me particularly was his attitude. He took little or no notice of the modern furniture: wardrobes, chests of drawers, beds, and so on. He hardly bothered to look at it. It was, so to speak, lumped together and I was offered a price for the lot. " No sale for that stuff nowadays," he said, " no matter how good. They buy it all on the never-never."

But every piece of old china and glass, all the bric-à-brac, that sort of thing—even the blue dragon chamber-pots—was examined individually and priced separately. He was pleased with those chamber-pots. I gather that they are quite fashionable today for holding pot plants. The chairs were set on one side, too. He did not think much of the rest of my furniture, but he was delighted with my chairs. " It 's a funny thing about chairs," he said. " People just can't have too many chairs."

The Cowdray Hunt moves off from the White Horse Inn at Chilgrove in Sussex. In the foreground is the Huntsman, Mr. Harvey Andrews

Each day cadets march past the figurehead of Nelson. The Colour Bearer is Deputy S. B. Edwards supported by Junior Cadet Captain R. M. Gordon and E. R. J. Clayton

Junior cadets are preceded by the band, led by Senior Cadet Captain J. E. Wilkinson, when they march to join the senior cadets for Sunday divisions

TRAINING FOR THE SEA

The H.M.S. "Conway" Merchant Navy Cadet School

Photographs by Ian Ball

Cadet J. C. Law and the Captain Superintendent at the Captain's inspection of cadets held each Saturday. Senior Cadet Captain P. R. Davies and the Divisional Officer Lieut.-Commander J. Brooke Smith look on

"It is only the salt of a nation's youth who are foolish enough to go to sea," writes an old boy of the H.M.S. *Conway* Merchant Navy Cadet School, in the school magazine, *The Cadet*. The school exists to cater for this vocational urge which affects many boys in their early teens, by providing them with the type of education considered to be best suited for a potential ship's officer.

The school was originally the idea of a group of Liverpool shipowners and master mariners who, in 1857, formed an association, one of the aims of which was to offer a system of pre-sea training for intending officers. In 1859 H.M.S. *Conway*, a sixth-rate man-of-war, which had been launched in 1832, was obtained for this purpose and moored off Rock Ferry, in the River Mersey. As numbers grew she was replaced in 1861 by a larger ship, which in turn was replaced in 1876 by H.M.S. *Nile*. She was renamed *Conway* and kept in commission until 1953, when she ran aground near the Menai Bridge while being towed to Birkenhead for a refit. She had been moored in the Menai Strait since 1941, when she was moved from the Mersey away from the danger of bombing.

Because of further expansion, and the need for modern methods of technical education, much of the activity of the school at the time of the grounding was already centred on land, in Plas Newydd, on the Anglesey shore of the Menai Strait. This was the home of the Marquis of Anglesey, with whose help playing-fields were laid out in the grounds, and part of the mansion leased out to the *Conway* and equipped as classrooms, laboratories, library and living accommodation. The wreck of the *Conway* only hastened this trend, and wooden buildings were quickly provided in the grounds

(*Continued on following pages*)

D. G. Jones, R. E. Davies, and R. G. Carter watch a demonstration by the Headmaster, Mr. T. E. W. Browne, on the use of the star globe

V. A. Taylor of Buenos Aires codes a signal being hoisted by G. A. Woods and J. D. McGill, while J. V. May stands by to stow unwanted flags

(*Continued from previous page*)

of Plas Newydd to house the whole ship's complement without a halt in the functioning of the school. An appeal was made to the shipping industry for funds and work has now begun on new buildings.

The advantages which came from having the school on land were soon felt. " The whole establishment gained in strength and purpose as a result of this fusion into one unit," a former chairman of the Management Committee has said. " More time and opportunity became available for seamanship training, while the advantage of concentration of resources made it possible so to organise the school work that cadets take G.C.E. as in any other school without interference with their technical instruction."

Although life on the old H.M.S. *Conway* answered the vocational urge of the boys, whose resolution was sharpened by leading the lives of seamen, it brought to some a false sense of values. They had a feeling that education was a link with childhood, not to be bothered with by men on board ship. In a land-based training centre they are better able to see the importance of learning.

Thus H.M.S. *Conway* is now a pre-sea training establishment with convenient access to navigable waters. Set in beautiful surroundings, it provides facilities for training or recreation in boats under oars, power or sail, and cadets are encouraged to bring their own craft. These facilities help to keep alive a love of the sea throughout adolescence without distracting from general education. As Captain Hewitt, the present Captain Superintendent, writes: " The earlier a boy familiarises himself with boat work in tidal waters, the more such boat-handling and subsequent ship handling become part of his second nature."

(*Concluded on page 358*)

Chief Cadet Captain J. G. Moreland Green reads the lesson at the Harvest Festival. The Rev. E. A. Turner is the reside

TRAINING FOR THE SEA

D. J. A. Pitts, the senior bugler, sounds Sunset, while C. R. Cave Rogers lowers the Ensign. **Right:** I. C. Stutt tends the rope while bigger cadets walk the capstan round

Mr. R. H. Carter, the senior maths master, clears up a problem for R. G. Binley, D. G. Booth and M. R. Ellis

t Chaplain

Junior Cadet Captain R. I. Richings takes a mizzen top cutter crew for a practice row in one of the twelve-oared cutters

D. J. A. Pitts checks a ship's position on a chart. The badge on his arm shows he belongs to the bugle band

Junior Cadet Captain J. Puckett learns canvas sewing. W. Rail looks on

Cadet G. V. May from Singapore acknowledges a message by Aldis lamp while V. A. Taylor writes it down

A well-equipped library with 3,000 volumes is under the control of Mr. P. B. Kingsford, Senior English Master. It is especially popular in the winter terms

R. B. Walker, a wing forward, breaks through in a match against Grove Park. The ship runs seven Rugby XV's. Other winter activities inciudes cross-country running and hockey

K. Dutton, C. C. Burge and E. Lloyd Jones on an easy scramble at Llanberis in Snowdonia

TRAINING FOR THE SEA

(*Continued from page 356*)

The general education provided is directed towards teaching the potential officer to express himself clearly in his own language, and instructing him in the mathematical skills used in navigation and the physical principles which will enable him to handle scientific equipment efficiently. As well as organised games, hobbies that are likely to be useful at sea are encouraged, and for those who enjoy mountaineering the Snowdon range is accessible. The school puts on a dramatic production for Parents' Weekend. This year it was Shakespeare's *Twelfth Night*.

Most of the cadets become officers in the Merchant Navy on leaving, but some enter the Royal Navy, the other services or civilian life. Among many celebrated "Old Conways" is the Poet Laureate, John Masefield (1891-94).

Junior Cadet Captain R. B. Crick, E. R. J. Clayton, and P. R. Kerr put in some strenuous hurdles practice

In addition to the fleet of larger craft owned by the school, many cadets bring their own dinghies to sail on the Menai Strait

Mr. D. G. Greenland (cello), C. W. Adams (piano), M. S. Northrop (trumpet), practise. K. P. Humm and J. D. Cretney are listening

Southampton's man-powered aircraft leaves the ground during a test hop at Lasham airfield. It has a wingspan of 80 ft. but weighs only 130 lbs.

PEDALLING INTO THE AIR

Carrying the detachable nose of the Southampton man-powered aircraft

The race towards full man-powered flight is being contested between two aircraft. That designed by a group of Southampton University graduates became the first to make an unaided flight on November 9. With Lasham Gliding Centre's chief flying instructor, Derek Piggott, at the controls, it made a flight of 50-70 yards, reaching a height of about 5 ft. The pilot pedals in a reclining position. Exactly a week later, Puffin of the Hatfield Man-powered Aircraft Club made its first flight. The leader of the design team is J. C. Wimpenny, deputy chief aerodynamicist of de Havilland. Both aircraft have large wingspans and are incredibly light. They are contenders in the Kremer Competition in which a prize of £5,000 is offered for the first man-powered flight of one mile over a figure-of-eight course. For this Southampton have designated Martin Hyman, the Olympic runner, as their pilot. He is being taught to fly.

Derek Piggott, the pilot, climbs into the aircraft past the pedalling gear

The rival man-powered aircraft, Puffin, designed by Hatfield Man-powered Aircraft Club, in flight

THE VOICE OF THE COMMON

AUSTRALIA

A survey of next week's Federal elections

Campaigning is now well advanced for Australia's Federal elections on December 9. The elections will decide who will govern Australia for the next three years. The present Government, a coalition of the Liberal and Country parties, headed by the Liberal leader, Mr. R. G. Menzies, has been in power since the end of 1949. The Coalition has won four successive elections. Its main opposition is the Australian Labour Party, headed by Mr. Arthur Calwell, which last held office in the post-war years up to 1949. An important third force is the Democratic Labour Party, established in recent years by dissident Right-wing elements in the Australian Labour Party. The D.L.P. will be campaigning on the same platform as its allied party, the Queensland Labour Party.

The elections will be for all 124 seats in the House of Representatives, the Lower House, and for half the 60 seats in the Senate, the Upper House. Members of the House of Representatives are elected for three-year terms and Senators for six years, with half the Senate seats being contested every three years. In the outgoing House of Representatives, the Coalition Government parties together have 77 seats to the Australian Labour Party's 47. Two of the A.L.P. members of the House of Representatives represent the Northern Territory and the Australian Capital Territory and may vote only on issues affecting these territories. The present composition of the Senate is: Liberal and Country parties, 32; A.L.P., 26; and D.L.P. 2.

In his policy speech, Mr. Menzies said that he did not intend to make a long list of promises to the electors. "We offer you good Government," he said, "and ask you to renew our mandate to go on building a great nation for a great people." If returned, the Government would emphasise expanding trade. Co-operation would be sought from State and Territorial authorities to develop the country's sparsely-populated northern regions. The Government, he said, would continue to honour its obligations to western treaty organisations and to preserve Australia's capacity to do so.

Mr. Calwell also stressed the importance of increasing Australia's exports, particularly in view of Britain's proposals to join the Common Market. In the domestic sphere, the party would concentrate on providing finance for housing, education and social services and also on developing the northern regions. One of the main points of his foreign policy was that the South-East Asia Treaty Organisation should be replanned as a non-military organisation, with all South-East Asian countries as members.

For the first time in Australia, television is being used as a major campaign medium. The parties are reported to be spending heavily on television commercials and party leaders have allowed themselves more free time than usual during their campaigning to enable them to appear in television programmes.

Mr. Menzies

Mr. Calwell

Elections for the House of Representatives are based on the preferential voting system, which gives the voter a chance to indicate a second preference in constituencies where there are more than two candidates. These second preferences are counted when the leading candidate in a constituency has not obtained more than half the total number of first preference votes cast. The system differs from the first-past-the-post method used in the United Kingdom and gives minor parties a more important influence in the outcome of elections. The Senate is elected on a system of proportional representation in which each of the six states constitutes a single electorate. At each election there are usually five senators to be elected from each state.

The principle of compulsory voting also applies in Australia, based on the view that voting is not merely a privilege but an obligation to the citizen. The system produces what on world standards is a very high percentage of valid votes, always in excess of 90 per cent. of the enrolled voters, and sometimes higher than 95 per cent.

Mr. Macmillan shakes hands with Tunku Abdul Rahman, the Prime Minister of Malaya, on the steps of Admiralty House, London. Behind stands Mr. Duncan Sandys, the Commonwealth Relations Secretary. The Malayan Prime Minister was in London for talks with the British Government on the proposed Federation of Greater Malaysia (Malaya, Singapore, Brunei, North Borneo, Sarawak). Full agreement was reached at the talks. A commission is to be appointed to ascertain the views of North Borneo and Sarawak. Britain will maintain bases at Singapore for the defence of Malaysia, for Commonwealth defence and for the preservation of peace in South-East Asia. This covers Britain's Seato obligations

MALAYA

Ten years of the Colombo plan—an exhibition

Tuan Haji Mohd. Khir Bin Johari, Malayan Minister of Commerce and Industry, opened the Colombo Plan exhibition in Kuala Lumpur last month. In his address at the opening he said that the exhibition presented a pictorial story of the Colombo Plan during the last ten years.

"It is a story of human partnership and co-operative effort between the countries of South and South-East Asia themselves on the one hand, and between the countries in and outside the Colombo Plan area on the other," said the Minister, "with the object of promoting the economic development of South and South-East Asia through the provision of capital and technical assistance. As such, it is indeed a heart-warming story. It is also a story which finds its parallel in the Federation of Malaya where different races are living and working together as one nationality for the benefit of the whole country. The soundness and usefulness of the idea of the Colombo Plan is easily seen from the fact that, although the Colombo Plan started as a Commonwealth enterprise, it soon grew within a period of a few years to include all the countries in South and South-East Asia as well as the United States of America and Japan.

"During the last ten years, the Colombo Plan area has been supplied with over 3,000 expert personnel and consultants and 19,500 training places for its young men and women in nearly all fields of socio-economic development. In addition, capital assistance has been provided to the extent of about £476,000,000. All this assistance has significantly supplemented the national efforts of countries in South and South-East Asia to bring about their economic and social growth. The exhibition provides ample evidence on this point. There are many examples of how industrial and agricultural development has been assisted, how transport development is being promoted and how widespread and intensive technical education is being encouraged to equip the people of

WEALTH

the Colombo Plan region to translate their development plans into more roads, factories, power stations, schools and so on.

"In the Federation itself, we have received during the last ten years, 135 experts, over 700 fellowships and training awards and capital equipment amounting to over £600,000. In the spirit of mutual co-operation which is the hallmark of the Colombo Plan, we ourselves stand ready to provide whatever assistance we can to other countries in the Colombo Plan area.

"It is my hope that this exhibition will enable all of us in this country to acquire a better understanding of the Colombo Plan and to reaffirm in our hearts and minds our continued support for the principles of the Colombo Plan. It is also my hope that the discussions which ensue between all Malayans as a result of their visit to this exhibition will stimulate them to learn more about our friends whose governments are in membership with the Colombo Plan. Only on the basis of mutual understanding and trust between the people in countries of the Colombo Plan will it be possible for governments to be able to continue to make the Plan the dynamic instrument that it is in promoting the co-operative economic development of South and South-East Asia."

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

A Generator Stator of a 150-MW. A.E.I. Turbine Generator is raised on board the Cunard Steam Ship Company's *Andria* at Liverpool. The stator, which weighs almost 150 tons, was transported by Mammoth floating crane from Birkenhead to the S.S. *Andria*. From Liverpool it is being taken to Sorel, on the St. Lawrence, for transport to the Wabamun power station of Calgary Power Ltd. in Canada. An outcrop of rock on the railway to Wabamun has been removed to enable the stator to pass

A view from the interior of Hok-Un power station, in Kowloon, Hong Kong, showing the foundations under construction for future sets of generators. Hok-Un power station is owned by the China Light and Power Company, a British concern, and equipped completely with generating plant manufactured by A.E.I., it contains four 20-MW., three 30-MW. and one 12.5-MW. turbine generators. Two 60-MW. sets are being built

TRAVEL

AUSTRIA'S LITTLE-KNOWN BURGENLAND

By **GORDON COOPER**

While organised tourism has a firm grip on most of Austria, there are areas which still remain more or less unknown except to the questing traveller. The easternmost province of Burgenland, south-east of Vienna, may, indeed, be regarded as the Cinderella of the country. Yet it is a fascinating region, with an atmosphere of its own—the atmosphere of the Hungarian *puszta*. It is a land, too, of castles, while part of the Hungarian frontier traverses a melancholic lake of considerable size, the Neusiedler See.

Accessible only by road and with little in the way of hotel accommodation, the Burgenland is best explored from Vienna as a base. A long day's tour will incorporate most of the outstanding sights. This itinerary could embrace Burg Forchtenstein, a thirteenth-century castle and a perfectly-situated medieval fortress. Like most of the castles in the province, this one is linked with the Esterhazys. To the south, there is the castle of Bernstein, now a pleasant hotel, while in the nearby village there are some small jade factories. Before the war the finished product used to be exported to China to be sold as genuine " Chinese jade."

Not far away from Bernstein is the small village of Raiding, where the famous musician, Franz Liszt, was born. Another famous son of this province was Haydn, whose birthplace was in the capital, Eisenstadt. Here you can see the great man's tomb in one of the churches. The house in which he lived for twelve years is now a museum. Also in Eisenstadt is the Esterhazy Palace, today used as Government offices, which has a fine Great Hall in which the composer conducted the Prince's orchestra. It is still used for festival concerts.

In the southern portion of the province several of the towns are predominantly Hungarian in character, such as Oberwart, where everyone speaks the Magyar language and there is little to remind the visitor that he is still on Austrian soil. Among other towns in this region which merit a visit I would name the spa of Tatzmannsdorf, nearby Stadt Schlaining and Güssing, the last two possessing medieval fortresses. Burg Forchtenstein, already referred to, can be visited. It contains a collection of paintings and weapons—not outstanding—but the main attraction is the magnificent panoramic view from the windows and ramparts; it extends across the foothills of the Alps to the high peaks of Styria in the far distance westwards, while to the east there is the immense Hungarian plain.

The Neusiedler See, the fourth largest lake in Europe, has no outlet and even its source of water is unknown, yet there is considerable loss by evaporation. Its waters are never more than 5 ft. in depth, and they are brackish. But there is an abundance of coarse fish, and in the large areas of reedy swamp vast numbers of water-fowl and ground game are to be found. It is claimed that this is the finest haunt of birds in Central Europe. A peculiarity of this lake is that its waters rise and fall and even move sideways, without any apparent reason, although it is said they are correlated to the Danube. Even the shape of the lake keeps on changing through the years.

There is a small hotel (the Seehotel) built on an artificial island, reached by a causeway at Mörbisch, and here a Lake Festival is held each year during August, using a floating stage. Performances are always given on Saturdays and Sundays; and special buses provide the connection with Vienna. I hesitate, however, to recommend Mörbisch for a stay, for mosquitoes abound. But it is a good centre for water sportsmen and bird-watchers.

The thirteenth-century castle, Burg Forchtenstein, not far from Vienna

Farther north along the western side of the lake is the little town of Rust, famous for its storks and its wine. On arrival I saw the storks gazing down at me from their nests on the rooftops and church steeples. I tasted the precious Tokay-like wines to be found in the cellars around the main square. They are served in the local inns. The fame of these wines has spread far afield, and since 1364 the wine-barrels of Rust have carried a privileged sign which has made them popular among wine connoisseurs. Near Rust is another artificial island, as at Mörbisch, but there is only a restaurant there.

The eastern side of the Neusiedler See is also Austrian. It is the southern end which is Hungarian territory. But the former is already part of the *puszta*, the great plains which extend far into Hungary. It is a solitary region without any large towns. The landscape consists of large, flat and rather dreary expanses of corn and sugar-beet, dotted here and there with small reedy lakes. There are few signs of life apart from an occasional isolated farmhouse and a gipsy encampment.

The Hungarian border, at the southern end of the lake, bites into Austria. Here is Sopron, a town which was left within Hungary in 1919. But as in most cases of countries behind the Iron Curtain, it is difficult of access from the west, although, as usual, on the spot there are often ways and means for the inquisitive traveller to gate-crash the frontier for a brief visit.

Burgenland is hopeful of developing a tourist trade. It is true that its scenic attractions, compared with elsewhere in Austria, are limited. But for those who seek new fields to conquer on their holidays, I think a visit there is to be commended, not least because nowhere else in Austria is hotel accommodation so inexpensive. Pension prices run as low as 12s. daily in a *gasthof*, and even at the luxurious Schlooshotel, Bernstein, the charge for a room with a bath and meals is only around 30s. a day.

For further information, you should apply to the Austrian State Tourist Department, 219, Regent Street, London, W.1.

A line-out in which R. Morgan (Brighton, in dark shirt) is prominent, during the match between Brighton and K.C.S.

For the last few years the matches between King's College School, Wimbledon, and Brighton College have been won by the home side. This season's match, played at K.C.S., followed the pattern. There was heavy rain for thirty-six hours before the match began, but the ground remained in remarkably good condition and for the most part play was open with a large number of handling movements. Despite the fact that Brighton had been having a poor season, they opened strongly and the K.C.S. defence was often at full stretch. Their problems were all the more acute since they lost a player through injury for most of the first half. His return inspired the K.C.S. forwards and they succeeded in reaching the Brighton twenty-five line. From this attacking position a well-placed diagonal kick from M. R. Hughes found J. W. Spry unmarked and he scored easily. The conversion failed.

In the second half the K.C.S. forwards were prominent in the loose but Brighton never yielded in the tight or in the line-outs. Most of the Brighton attacks were inspired by their half-backs, A. Dickinson and I. J. White, and by the occasional bursts into the three-quarter line by their full back, C. D. T. Lawrence. But they were never able to break through their opponents' defence to draw level. And K.C.S. themselves lost several chances to increase their score through poor finishing. As a result the game ended in a three-nil victory for K.C.S.

PUBLIC SCHOOLS FOOTBALL

K.C.S. WIMBLEDON v BRIGHTON COLLEGE

D. A. S. White, Brighton, breaks away

The ball is passed from the scrum by A. Dickinson, Brighton's scrum half

K.C.S. narrowly miss scoring a try

A. Dickinson breaks round the side of the scrum

S. Walpole of Brighton jumps to grasp the ball. K.C.S. won by 3—0

BOOKS

MAN OF THE TURF

Jack Leach's account of his experiences leads a list of notable autobiographies; disquisitions on the English; recent fiction

Not everyone is addicted to racing; some people, I understand, are not even remotely interested in it either as a sport, a gamble or a livelihood. So it stands to reason that not everyone is automatically going to start reading the life story of a man who has been a leading jockey and is now a leading trainer of racehorses. This, however, would be their loss because Mr. Jack Leach has written the best autobiography of the week in any terms, and has given it a personal imprint of tolerance, expertise and humour. SODS I HAVE CUT ON THE TURF (Gollancz. 21s.) is a book which naturally has a very great deal about racing in it, since the author was born to that career as was his father before him. To his family as to all true racing folk, Newmarket Heath is the most beautiful place on earth. But, like Nevil Shute who could compel one's interest in page after page of description of metal-lathing, Mr. Leach makes the business of horses, courses and the human beings who have to do with them, irresistibly readable. In a word, recommended.

THE SEA FOR BREAKFAST (Hutchinson. 21s.) is a further volume of Miss Lillian Beckwith's experiences as a visitor and later a resident in the Hebrides. Now that the ill health which first drove her to the remote islands is completely a thing of the past, Miss Peckwitt (as the locals pronounce it) has by no means contemplated getting back to other and softer forms of civilisation. On the contrary, she has become a crofter in her own right, with a stone cottage within twenty yards of the shore and a year-round, practical interest in such activities as winkle-picking, peat-cutting and beachcombing in general. She has also written a great deal, as one may gratefully observe by this book. Altogether a good-tempered observant book by what must surely be a very courageous woman.

Mrs. Lucille Iremonger has written about that formidable collection of ladies, the wives of M.P.s. Being one herself she has written with some authority; being a practised writer with novels, travel books, biographies, cookery books, lectures and broadcasts to her credit, she has written with assurance; and being a person of impressive vitality and intelligence, she has written a thoroughly lively and interesting survey of the field, past and present. AND HIS CHARMING LADY (Secker and Warburg. 21s.) is an original and sensible contribution to English political history.

WELL INFORMED CIRCLES (Cassell. 16s.) is by Mr. Anthony Mann who for twenty-five years has been a Foreign Correspondent and has titled his book of reminiscences of international diplomacy with considerable aptness. In these pages you will find stories of gaiety and of significance; of the ludicrous, of the touching and of the sinister. You will also find much good sense and a fine balance.

AUGUSTUS JOHN'S portrait of Miss Eve Kirk, painted in 1928, is on show at the Annual Exhibition of the Royal Society of Portrait Painters, in London, until December 20. The portrait by the late Augustus John is lent by Rochdale Art Gallery and Museum

People do worry so about the English, even when they are English themselves. The next two books are cases in point. THE ENGLISH GENTLEMAN (Blond. 21s.) is by Mr. Simon Raven who opens his study of this vanishing (according to him) character with the amiable statement: "I myself am not a gentleman. If I were, I would almost certainly not be writing this book, for one of the marks of a gentleman is that he seldom mentions the question of gentility, whether in application to others or to himself." This is a witty and urbane study of "that honourable figure of a vanished age". The author confidently expresses the opinion that this figure was a casualty after the First World War and declined and fell after the Second.

Miss Pearl Binder's equal confidence is expressed in the title of her book, THE ENGLISH INSIDE OUT (Weidenfeld and Nicolson. 25s.), announced as an up-to-date report on morals and manners in England. This is a serious survey but it is also highly amusing and, as is natural on such a wide subject, provocative. Miss Binder has done her research on many levels and has used such unconventional sources as *graffiti* on walls or casual remarks in the street as well as the more sober founts of the Law Reports and *The Times*. The result is engaging, thoughtful and, on the whole, reassuring.

THE ART OF EGMONTESE (Cassell. 10s. 6d.) is scarcely reassuring but rather a guide to social and business behaviour so subtle and advanced that it brands the user of the phrase "Non U" as automatically Non U himself. Mr. Guy Egmont must have had a good deal of fun with his little book and has included some invaluable chapters which will, I feel sure, soon be in daily use as direction-finders in the jungle of behaviour and usage.

To turn to less frivolous matters, there is the autobiography of Mr. Dominic Behan,

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CHRISTIAN UNITY

Dr. Wand's survey of the Church of England

Dr. J. W. C. Wand is known to vast numbers of people both at home and throughout the world as a most distinguished former Bishop of London; in a narrower field he is known as one of the great scholars of the modern church, having published some thirty volumes on religious and theological subjects. The latest of them, and perhaps the most important, is ANGLICANISM IN HISTORY AND TODAY (Weidenfeld and Nicolson. 42s.). After tracing the historical development of Anglicanism Dr. Wand shows its role as a vast force for good in the modern world, with no desire to perpetuate itself in isolation but a fervent belief in the creation of a united world-wide church. It ought not to pass the wit of man to achieve this magnificent goal Dr. Wand asserts in his climax to this book, which so clearly bears the mark of a man of vision and of deep integrity.

In their symposium THE TWELVE DAYS OF CHRISTMAS (Cassell. 30s.) Miles and John Hadfield capture the spirit of the festive season, the medley of pagan and Christian customs. We see Christmas in many places, through the eyes of Theodore Ledyard Cuyler on a farm in Western New York, through the eyes of Countess von Arnim in a castle in Pomerania, and in the countryside of Provence. This is a charming volume, and its varied illustrations in full colour add to its cheerful presentation.

Geoffrey Winthrop Young was one of those mountaineers tacitly accepted as the most representative climber of a particular epoch, a man in the tradition of Whymper and Mummery and, like them, his fame owed as much to his books as to his climbs. In the latest edition of THE MOUNTAIN WORLD (Allen and Unwin. 32s.) Arnold Lunn, in a delightful essay, pays tribute to this great mountaineer. This monograph is the outstanding feature of the present volume, but there are some expedition reports accompanied by first-rate photography which are of special interest, not least Fosco Maraini's account of the Italian Karakoram Expedition on Gasherbrum in 1958 and the Swiss Alpine Club's Andean Expedition in the following year.

Feliks Topolski, whose selective eye and penetrating observation, often allied to a strongly marked satirical sense, remind me irresistibly of the art of Daumier, now portrays the contemporary legal scene. TOPOLSKI'S LEGAL LONDON (Stevens and Sons. 3½ gns.) has a foreword by that great lawyer and wit, Lord Birkett, and the text is by Francis Cowper, legal historian of Gray's Inn. Judges in procession, a court scene, students under the lecturer's eye, the solicitors office, all come in for shrewd comment from the artist and author. They go to make up an album to delight lawyer and layman alike.

Four varied books on sport call for attention this week. First and foremost there is Gordon Pirie's RUNNING WILD (W. H. Allen. 21s.). Pirie always commands attention, and this story of his athletic life is no exception, bristling with controversy and original viewpoints. *Running Wild* is, in fact, just what Pirie's public would expect, but it must not be thought that all the author's comments are barbed; far from it. He pays some notable tributes to his fellow athletes. MASTERS OF GOLF (Heinemann. 21s.) is the work of that experienced golfing writer P. A. Ward Thomas, who here comments on the prowess and the playing characteristics of all the leading exponents of the game he has known and observed, Ben Hogan, Bobby Locke, Henry Cotton, Sam Snead and a multitude of others who have given glory to the game. THE HORSEMAN'S YEAR 1962 (Collins. 21s.) is edited by Dorian Williams, and lives up once again to its well-established reputation. The national hunt and flat racing seasons of 1961 are dealt with in retrospect, with many excellent photographs adorning the text, and there are some fascinating chapters on early methods of transport. Harvey Torbett's THE ANGLER'S FRESHWATER FISHES (Putnam. 35s.) is a comprehensive practical guide, laying particular stress upon breeding and feeding habits, and upon distribution. Line drawings and photographs admirably supplement the text.

Richard Edmonds

brother to Brendan and, like him, the product of a tenement childhood in Dublin during the '20's and '30's. TEEMS OF TIMES AND HAPPY RETURNS (Heinemann. 18s.) is even more Irish than shamrock and a good deal less easy to grasp. On one hand, it is incoherent rather than chronologically ordered and more a collection of telling anecdotes and character sketches than a life story. On the other, it has sincerity, even passion and a vivid appreciation of typical dialogue. As a picture of the times under De Valera and the I.R.A. it has a certain value.

And so to a batch of books whose purpose is purely entertainment, beginning with THE WOMEN OF PUNCH (Arthur Barker. 16s.), edited by Mr. Bernard Hollowood and including some of the brightest articles and verses from the feminine contributors to that inimitable magazine. Really funny, as even men will have to admit. HOFFNUNG'S LITTLE ONES (Dobson. 6s.) is a tiny book of drawings of tiny tots by a versatile and much regretted artist-musician, and LITTLE ANGEL (Putnam. 5s.) is a series of picture comments, witty and self-explanatory, on the kind of two-year-old sometimes referred to sardonically by nannies as " masterpieces." THELWELL IN ORBIT (Methuen. 15s.) is a wonderfully varied album of jokes by the *Punch* artist who is especially good about gardening and small girls on ponies, and THE BASSET HOUND (Hart-Davis. 5s.) is a hilarious sheaf of photographs, taken by Mr. Basil Sherwood, of a dog who is one of nature's most endearing comics.

The novels of the week are, I must say reluctantly, scarcely world-beaters, though at least two of them make their mark. Mr. Robert Neill's WONDER WINTER (Hutchinson. 18s.), for instance, the story of an advertising man's success in love and business, is almost too deliberate in its telling although the North Country atmosphere is convincingly presented and the actual technicalities of the production and publicity side of a thriving electrical factory very well conveyed indeed. The staff rivalries, too, sound all too authentic but the reader may occasionally want to urge the author to jog along just a little faster.

Mr. Henry Williamson's THE INNOCENT MOON (Macdonald. 18s.) is a romantic novel of the early 1920's and it is set mainly in the West Country. Like its eight predecessors it forms part of a sequence to be known collectively as *A Chronicle of Ancient Sunlight* and it gives a valid and often a nostalgic picture of that immediately post-war era, as it was in a lovely countryside, in the literary world of London and, in some dramatic episodes, on French mountain slopes. But as a whole the book is diffuse and, to put it bluntly, over-long.

COME OUT TO PLAY (Eyre and Spottiswoode. 16s.) is humorous in intention: a faintly Rabelaisian blend of science, science fiction, fantasy and sex. Dr. Alex Comfort's hero is a biologist who has made a special study of human reproduction and, when he finds himself stranded without money in Paris, he makes use of this qualification together with his other assets of salesmanship and the companionship of a beautiful woman. I found it *louche* rather than *gai*.

THE BORDERS OF BARBARISM (Heinemann. 15s.) shows Mr. Eric Williams, author of the unforgettable *Wooden Horse*, at his inventive best, with the emphasis of his adventure story in East Serbia on excitement rather than probability.

Thrillers of the week are Mr. Gabriel Hythe's DEATH OF A SCAPEGOAT (Macdonald. 10s. 6d.), with an English setting and some fast action, and ELLERY QUEEN'S 15TH MYSTERY ANNUAL (Gollancz. 15s.), which includes seventeen first-rate stories by such masters as the Lockridges and Stanley Ellin and is altogether a winner.

Vernon Fane

Aminta (Barbara Holt), Morosus (David Ward), Henry (Kenneth Macdonald), and Razorblade (Joseph Ward)

Barbara Holt, making her debut at Covent Garden

THE SILENT WOMAN

at the Royal Opera House

London now has the chance to see Richard Strauss's only comic opera with an English setting twenty-six years after it was written. It arrived at Covent Garden last week in a new English translation. Based by the librettist, Stefan Zweig, on Ben Jonson's *Epicœne*, the story concerns the disagreeable Morosus, whose nephew is about to be disinherited for marrying an opera singer and who is himself tricked into a false marriage with a woman he believes silent. After the opera first opened in Dresden, it was banned by the Nazis because Stefan Zweig was a Jew. It makes a welcome addition to the Covent Garden repertoire. The première was conducted by Rudolf Kempe.

Pictures by Anthony Crickmay

In another scene from the opera are Aminta, Henry, Morosus and Mrs. Featherbed (Monica Sinclair)

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

J. T. W. Dewar

As managing director of Firth-Vickers Stainless Steel, Limited, of Sheffield, Mr. Dewar is head of Europe's leading stainless steel producers. He is also chairman and managing director of Shepcote Lane Rolling Mills Limited. Born in 1906 in Kincardineshire, James Thompson William Dewar, A.M.I.Mech.E. and M.I.Prod.E., was educated at Merchiston Castle School, Edinburgh, St. Bees, Cumberland, and Sheffield University. At the same time as he was at the University he was a works pupil at Vickers in Sheffield. He was connected with Firth-Vickers at the firm's beginning when it was jointly formed in 1934 by the English Steel Corporation Limited and Thomas Firth and John Brown Limited. Mr. Dewar is a director of the English Steel Corporation Limited. Between 1939 and 1946 he was at Firth-Brown, becoming general manager of the Tool Department and a special director. He returned to Firth-Vickers as deputy managing director. Mr. Dewar's role in the industry is not confined to his firm; he is chairman of the Stainless Steel Manufacturers' Association, and chairman of the Alloy and Stainless Steel Conference of the British Iron and Steel Federation. Other appointments include membership of the Grand Council of the Federation of British Industries, Technical Board of the S.B.A.C., the Management Committee of Sheffield and District Engineering Trades Employers' Association and of the Court of Sheffield University. He is a Freeman of the Cutlers' Company and a Fellow of the Institute of Directors. In his youth Mr. Dewar played rugby for Sheffield Club and his university. Married, he lives in the Derbyshire village of Cowley. His recreations are gardening and photography and he is a " do-it-yourself " enthusiast

TRADITION IN CUTLERY DESIGN

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Few things about a home display personal taste more than the knives and forks with which one lays one's dining table, but for quite a proportion of us the personal taste that we display there is not our own but somebody else's. Cutlery is a fairly expensive investment for any young couple setting up house, but not too large for a wedding present. The "canteen of cutlery" is still, I think, a traditional gift. Today, perhaps more than before, it is one that the recipients may be given an actual chance to choose. However, there must still be a large number of sets of cutlery bought each year that represent the giver's idea of what its future owners might like, rather than the new owners' actual choice. And once on the dining table, there it is for quite a while. Comparatively few newly married couples have either the strong-mindedness to assert their own taste by actually changing the cutlery or the spare means to buy another set to their own choice.

These are not mere sociological musings. In the cutlery business they represent very significant elements in marketings and design. In a market where the choice of articles bought only once or twice in a lifetime will frequently be made by friends or relations older than the persons who will actually use the cutlery, one would not expect a very rapid change of fashion. Even the "advanced" taste of any period is liable to draw heavily on designs first produced quite a number of years ago, and experienced in homes whose taste one generally admired then rather than now. I remember a few years after the war asking a Sheffield cutler why his company held so firmly to traditional British designs, and confessing my own preference for one particularly famous "family of designs" from Denmark. "Even that," he said blandly, "is beginning to date, you know." And he was right—though it is fair to add that only recently have his own firm and others begun to produce ranges of cutlery very obviously influenced by those Scandinavian influences, dated or not, and to find them fairly ready sellers.

A good example of a sterling silver eleven-piece place setting, together with entrée and large meat dishes, condiment sets and individual ashtrays, made by a British firm

It is hardly surprising, therefore, that this is a fairly traditional industry in itself—and that its production techniques, while they do not change fast, do so at least more rapidly than its ranges of design. It is a localised industry, practically all of its output coming from the Sheffield area. While Birmingham rivals the Yorkshire city in the production of silverplate, another highly traditional business, Sheffield remains unchallenged as the "Master Cutler." This is partly a matter of local craftsmanship and partly also of reliance upon the special steels that are also mainly produced in Sheffield, though it is only in recent years that cutlery for English homes has been shifting over more and more to stainless steel. In the most expensive ranges of cutlery, solid silver has still a *cachet* that is hard to match. There remain a very large proportion of people nowadays who, when deciding what "canteen" of cutlery to buy for a wedding present, will still plump for good Sheffield plate.

In cutlery as well as for other jobs around the house, stainless probably suffers from traditional attitudes. How many of us must remember our fathers saying "I need one of the knives that 'll cut," though a good stainless steel blade, once properly sharpened, will probably hold its sharpness longer than a carbon steel blade. (The same prejudice about sharpness is said to have beset producers of stainless steel razor blades, though there the associated image of extra cleanliness about this steel probably outweighs it.) Stainless, as some of its promoters very sensibly pointed out at a London exhibition some months ago, suffers slightly from its name, and the fact that it isn't quite stainless. It is much more resistant to marking than perhaps any other steel or plate used in the home, but it doesn't simply clean itself without any care whatever.

In Britain today the great majority of the cutlery made is silver plate or electro-plate of a wide range of qualities, and perhaps a quarter stainless steel. A set of table cutlery is not necessarily all of the same material. In stainless steel, the requirements of hardness and sharpness in a knife are quite different from those required in a fork or spoon, where one has to put much more shape into the original blanks. Stainless steel tends to be "work-hardening," as anyone will find who ever chews up his drill bits trying to make a hole in any of it at home. For "flatware," i.e., spoons and forks, one uses a somewhat different and more ductile quality than for the blades of knives. The majority of stainless steel knives, as perhaps of silver and plated, are nowadays made with handles of the same material, though plastic and bone and even wood handles are still found in some of the most recent designs which have appeared.

Cutlery manufacture is not yet wholly reconciled to highly-mechanised production, and often not carried out completely within one firm. This second factor can be logical enough. The production of forged knife blades is a specialised business that can in some cases be done in much greater volumes by firms that do nothing else, and employ quite advanced equipment. Wholly mechanised production is still mainly confined to the cheaper grades of cutlery. On the other hand, even in the comparatively small firms that produce the bulk of Britain's medium-grade and high-grade cutlery a growing degree of scientific control of processes is appearing, fostered by the Cutlery Research Council (which is financed by a compulsory levy on all firms of any size). More and more companies are going over to machine polishing—and the speed of the equipment now available for this operation gives them an added incentive to mechanise and standardise the earlier processes that feed in blanks to these finishing machines. British manufacturers have not been designing and producing high-grade stainless steel cutlery as long as the Scandinavian, and the surface finish is perhaps not quite as high. Of late, however, somewhat different grades of steel are being used that are particularly suited to machine finishing.

The cost and nature of cutlery as a purchase put certain limits on to the growth of its market that new techniques of selling have not been able significantly to transcend. The offer of single "place settings" has done something to broaden cutlery buying beyond the formal occasions of weddings, presentations, and the like, but total sales are geared fairly closely still to the rate of "family formation." There are nowadays 390,000 marriages in Britain each year, and a fairly stable proportion of these involve the purchase of new cutlery. There is a similarly stable replacement market, both for individual items of particular designs (once committed to a design, its maker has to keep it in being and in stock for many years) and for new purchases of cutlery by middle-ageing families. Sometimes moving house stimulates the buying of new cutlery (as of other household durables); a housing boom in the '60's, and a somewhat greater degree of physical mobility in our economy, might somewhat gear up the gradual growth of demand. And the average quality of cutlery bought, over the years, rises along with the standard of living.

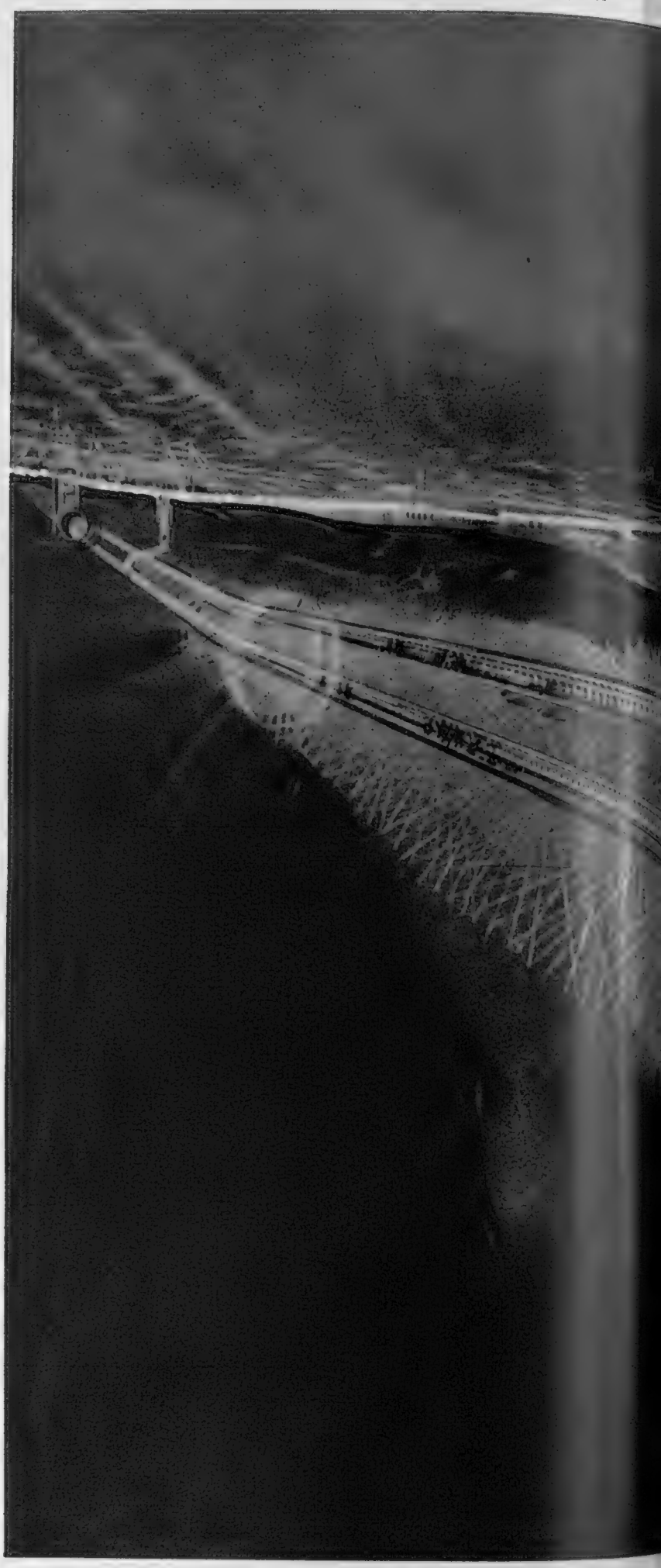
Out of a total production of some £11,000,000 a year, British cutlers manage to export £2,000,000-worth, partly to the Commonwealth and partly to foreign countries. There was a time when Sheffield's traditional patterns could be marketed as part of the pattern of gracious living to which Americans aspired. Of late, however, the Scandinavian influence has begun to win a great deal of ground there, too. This still represents perhaps the strongest influence on the changing styles of cutlery everywhere in the world—and cutlers here have perhaps been fortunate in that competition from its imports inside Britain has largely been confined to the expensive top of the range. Even within EFTA, that insulation would have been passing now: Britain's entry into the Common Market will mean competition also from Germany, which is equally influenced by Scandinavian designs, but perhaps even more competitive in the production of medium-priced and low-priced cutlery. Whether British designs ought ideally to accept so much of the Scandinavian influence is perhaps a moot point. But at the slow pace of change in design in this market, whether we can develop a modern tradition that remains distinctively English is liable to become an academic rather than a commercial question.

TUNNELLING AT BLACKWALL

The control centre, where pressures and pump strokes for each tunnel section are recorded

One of the injection tubes. The glands in the wall on the left prevent an inrush of water and silt during the operations

In the foreground is the access shaft to the pilot tunnels. Part of the grout preparation system is in the background. It is gravity fed to pumps in the tunnel



An artist's impression of a cross-section of the two pilot tunnels under the Thames. T

London County Council's Blackwall Tunnel project is scheduled to take about three-and-a-half years to complete. It will provide a duplicate tunnel for southbound traffic, about a quarter of a mile downstream of the existing tunnel, which will be used by northbound traffic. The overall length will be 2,844 ft., of which 800 ft. will be through water-bearing sands and gravels.

These have necessitated the creation of an annulus (or impermeable ring) prior to the construction of the main tunnel, for one thing, the water pressure outside the tunnel workings would be considerably more than the desirable air pressure within, and therefore control of water inflow poses special problems. Without the " sealing " effect of an annulus of treated deposits, compressed air introduced into the workings would leak at an unacceptable rate, and water inflow would become extremely dangerous.

For the construction of this annulus, chemical and clay/chemical grout injection operations are now being carried out from two 7-ft.-diameter pilot tunnels which have been driven under the river within the zone to be occupied by the main tunnel.

e being used for the chemical and clay/chemical grout injections to create an annulus (or impermeable ring) within which the new Blackwall Tunnel will be constructed

Pre-formed holes have been incorporated in the cast-iron linings of these pilot tunnels and it is through these that the injection tubes will be forced at various predetermined angles into the deposits outside and into which the various grouts will be injected. The upper half of the annulus will consist of three distinct layers or bands. Sandwiched in between an outer band formed by clay/chemical grout some 5 ft. thick and an inner band 2 ft. thick will be a 2-ft.-thick band formed by TDM chemical grout. This is a process developed by the Cementation Co. Ltd. who, as specialist sub-contractors, are responsible for the forming of the annulus.

A single-shot process, TDM chemical grout involves the pre-mixing of three solutions which are subsequently injected as one. The setting time is controlled so that gelling is effected after the chemical grout has achieved the degree of permeation required. For these operations the pilot tunnel is divided into three sections, each having a Section Leader. In each section there are three groups of men for the three prime functions of driving the injection tubes, pumping in the grouts and jacking out the injection tubes.

As normal communications in the pilot tunnel are difficult, Cementation has introduced electronic methods of transferring vital data to a control centre on the south side of the river. Nine electric cables transfer the pressures, rates of injection and quantities of grout injected by each pump. This information is concentrated in three display control panels, and all round the clock the data is recorded for co-ordination of the work in hand. The shift engineer analyses the data and is able to plan operations accordingly. The grout mixes are prepared near the entrance to the tunnel and are gravity fed to outlets on pipelines at each pump group position.

Considerable progress has been made in recent years in grout injections into sand and gravels such as are encountered at Blackwall and Cementation are employing a number of new devices and techniques on this work to ensure the adequacy of the grouted annulus which is so vital to the successful driving of the main tunnel. The grouting began in September 1961, and it is expected to be completed early next year.

The consulting engineers for the Blackwall Tunnel project are Mott, Hay & Anderson and the main contractors for the project are Balfour Beatty and Co. Ltd.

A view of the Liberia Mining Company's concession to mine iron ore in the Bomi Hills. Iron ore is an increasingly important factor in Liberia's economy

DEVELOPING LIBERIA'S RESOURCES

Last week the Queen paid a visit to the forerunner of modern independent African states, Liberia. It covers an area of about 43,000 square miles on the West African coast between Sierra Leone and Ivory Coast. Founded in the early nineteenth century for freed slaves by American philanthropists, the Republic still has many ties, both cultural and economic, with the United States.

The resources of the country are comparatively undeveloped. The soil is productive, but due to a high rainfall there are large swamp areas. Rice, cassava and sugar cane (for rum) are the main crops for local consumption. Exports include coffee and bananas. The main products of the forest areas for export are piassava fibre and palm-kernels. Rubber is also important, and concessions of large areas have been made to foreign companies for plantations. Mineral resources have not yet been completely surveyed but diamonds and gold are mined and development of significant iron-ore deposits has been started.

A workman examines sheets of natural rubber from one of Liberia's plantations. **Left:** A view of the large, modern Ducor Palace Hotel in the Republic's capital, Monrovia. **Below:** The saw-mill of a timber yard in Monrovia

INDUSTRY AND THE STOCK MARKET

HANDLING EXPORTS

By "THE SPHERE" CITY CORRESPONDENT

Almost everyone in Britain must now be aware of the need to export more. Government spokesmen have made it clear that more goods must be sold abroad, while any increase in national income must be matched by correspondingly greater rises in Britain's export trade. This represents a major task for Britain's industry, but the prospect of increased exports will also mean a great deal of extra business for an important, but little-known, section of business. This is the group of companies who handle physical exports and their storing, insurance and warehousing.

There are, basically, two sides to this industry. One is storing, which often involves cold stores or special treatment for bulky, dangerous or valuable goods. The second side deals with the transporting of goods, which involves insurance and forwarding, and often arranging transport for personnel of the exporting company. This handling industry now includes several large units following a wave of mergers in recent years. These mergers aim to offer a comprehensive range of services to an exporter, which means that the merger company must be large enough to finance large working capital. A second reason for these mergers has been the management economies that are possible from running a large number of transport and allied concerns under single control.

One of the most striking examples of this merger movement has been the rapid expansion of the Transport Development Group, which now owns haulage vehicles, wharves, warehouses and cold stores throughout Britain. Transport Development's last balance-sheet showed more than £6,000,000 of assets and, allowing for recent acquisitions, the current total must be around £10,000,000. One recent acquisition announced by Mr. P. S. Henman was Beck and Pollitzer, who have a large business as transport and exhibition contractors. This group can offer a complete exhibition service to exhibitors abroad, while Beck and Pollitzer Contracts is one of the leading exhibition stand and fitting contractors in the country.

The other large London group is Proprietors of Hay's Wharf, which recently merged with Chambers Wharf and Cold Stores. This company now owns a wide range of cold stores on the Thames, and its interests extend to shipping and forwarding, cartage and an interesting sideline in wines and spirits bond and bottling. Hay's Wharf assets now exceed £7,000,000, though a profit comparison is complicated, as in Transport Development's case, by the importance of recent acquisitions.

One large international group with a business worth over £20,000,000 is Mitchell Cotts, whose board is headed by Mr. H. C. Drayton. Mitchell Cotts are world-wide traders, shipowners and warehousemen with interests ranging from London to Ethiopia, Thailand and Zanzibar. Profits have fluctuated following changes in international trade but the dividend has been raised progressively in recent years. The payment was raised from an effective 20 per cent. to 25 per cent. in 1956. This rate was maintained until 1960, when the directors made a large cash issue on bonus terms.

In Britain's export drive, many goods are shipped through the Thames, notably to Europe—trade that will clearly increase. Here an important beneficiary should be Samuel Williams, the warehousemen and building contractors, whose interests include the Dagenham Dock Estate covering some 350 acres, as well as a 40-per cent. stake in John Hudson Fuel and Shipping. Samuel Williams' profit record has been somewhat erratic in recent years but the dividend reduction of 1957 has now been made good. The chairman told shareholders earlier this summer that the board's diversification policy should make it possible to obtain a growing share of the transport services now required by industry. Williams, incidentally, has also acquired an important interest in Vancouver, which should benefit from the expansion of Western Canada.

For investors who prefer a more specialised interest in international transport services, an important concern is the Lep Group, which operates a world-wide network of agents and provides a comprehensive international transport service of all kinds. Profits of this £9,000,000 concern have expanded vigorously from some £600,000 five years ago to the current level of close on £1,000,000. Shareholders' dividend has also been increased from 9 per cent. to the current 15½ per cent. Mr. R. K. Leeper, the chairman, stated earlier this year that the 1961 payment would have been larger but for the Chancellor's request for a dividend pause.

For investors, this series of shares offers a wide range of choice, from Lep Group's high-priced ordinaries producing a low yield to Mitchell Cotts' low-priced shares giving an attractive income. The two shares for growth are Lep and Transport Development. Lep ordinaries, recently priced around £7 10s., yield less than 2 per cent. Transport Development shares—which have attracted a good deal of attention recently, including foreign investors—yield less than 3 per cent. For people who want current income, Mitchell Cotts shares priced around 7s. 6d. yield an acceptable 8 per cent., assuming that the recent 6 per cent. interim dividend is followed by an equal final. Hay's Wharf and Samuel Williams fall between the growth and income groups, offering buyers about 4 per cent. and 5 per cent. respectively.

Probably the best all-round choice for investors is to divide each £100 equally between Transport Development and Mitchell Cotts. This would produce a return of about 5½ per cent., while holding out useful growth possibilities.

GOOD LIVING

By Ganymede

Rosé wines are not readily connected with Burgundy. Its superb reds and whites attract all the attention, and there is no question about it, they deserve it. The very pleasant rosés, which have been made at Marsannay la Côte (a village four miles south of Dijon) for many years are little known in Britain, and until now I have not come across them in their sparkling form. They are being introduced here by M. Lionel Bruck, head of a wine shipping firm at Nuits St. Georges. I met him in London recently, and he told me that he has served the sparkling rosé of Marsannay as an aperitif in his house. Because all his British visitors enjoyed it so much it occurred to him to make it available here.

Oeil de Perdrix (Partridge Eye) is a most attractive-looking wine, bottled in clear glass. It is made by the *méthode champenoise*, and, well-chilled, makes a fresh, light but charming drink, which will be most popular in summer, but acceptable before any meal at any time of year. The Burgundians themselves have enjoyed it since about 1870, but until recent years it has never been produced on a commercial scale. White and red sparkling burgundies, made by the *méthode champenoise*, are much older. They have been made since 1820 and are still very popular everywhere. Partridge Eye is sure to have a great future over here. It has an unusual name, easy to remember, and its colour might acquire the same association of glamour and romance as attaches to pink champagne. To reassure those who regard many rosés with suspicion, I must hasten to add that the rosé of Marsannay is a genuine one. The wine is made of Pinot Noir grapes, and, like other true rosé wines, the skins are allowed to remain with the juice during a limited period of the fermentation, resulting in a delicately-coloured pink wine. Partridge Eye retails at 19s. a bottle.

Beaujolais is probably the best-known name in red ordinary wines. The area, which is to the south of Burgundy proper, produces a light, fresh, agreeably fruity red wine which must be drunk young. Because of its great popularity, comparative cheapness and the ever-growing demand, much blending must take place, and not every Beaujolais bottle contains the wine described on the label. When the name of the commune—*e.g.*, Fleurie, Julienas, etc.—appears on the label, the quality must be better, and the same applies to the wines which are entitled to the appellation Beaujolais-Villages. The consumer is better served with these, but, as always in the case of the cheaper wines, he is in the hands of the merchants and shippers. It is possible to get a good, simple Beaujolais by putting one's trust in the reputation of one's supplier.

I have recently tasted a rarer wine of the district, a white Beaujolais, the Château du Chatelard which is now marketed here by Bouchard Ainé. It is made of the same grape, the Pinot Chardonnay, as Pouilly Fuissé, a little way to the north. The Château is at Lancie, the village next to Fleurie. It is a little less severely dry than the Pouilly Fuissé, with less body, but ample fruitiness and quite a pleasant little bouquet. Château du Chatelard is sold at 11s. 3d. a bottle retail.

I gather from my friends at the big London hotels that they do not expect many people to stay over Christmas as the general tendency is for everyone to remain in the country. While many Londoners prefer to go away, enough of them stay in town, entertaining their families and friends out rather than at home, to keep the restaurants and grill-rooms fully occupied. Special festive meals and, in some cases, entertainments, are arranged in all the leading hotels, catering for most tastes. Here are a few examples: on Christmas Day at the Savoy there is a special Dinner by Candlelight (4 guineas), music but no dancing. The Grill Room is only open for lunch. At Grosvenor House only the Restaurant is open for lunch (25s.), the Burghley Room is open for dinner, while in the restaurant there is dinner and dancing until 2 a.m. (52s. 6d.). At the Dorchester the Grill Room is open for lunch and dinner, while the Terrace Room has dinner and dancing until 3 a.m. (3 guineas).

On Boxing Day the Savoy Grill is closed all day, the Restaurant has dinner-dancing "with comic hats, balloons, squeakers, etc.," and Bob Monkhouse in Cabaret (5 guineas). At Grosvenor House there is dinner, dancing and cabaret (3½ guineas) in the restaurant until 3 a.m. and normal service in the Burghley Room; at the Dorchester dancing but no cabaret to 2 a.m. The New Year's Eve arrangements are similar, with later closing, and a cabaret in each case. They are slightly more expensive.

MOTORING

TRYING OUT THE CAPRI

News of next year's racing season and other topics

By **COURTENAY EDWARDS**

I was a little disappointed with the Ford Capri, that handsome two-seater coupé version of the Consul Classic 315. Perhaps I expected too much. I should have remembered that mechanically the Capri is more or less identical with the four-seat Classic saloon, with a 1,340-c.c. engine developing 54 b.h.p. at 4,900 r.p.m.

To get the sort of performance one usually associates with a rakish-looking two-seater like the Capri you have to make excessive use of the four-speed gear-box and keep the willing little engine turning over very, very fast. In brief, the car is under-powered and I should imagine the Ford company already has plans for putting in a bigger engine later on.

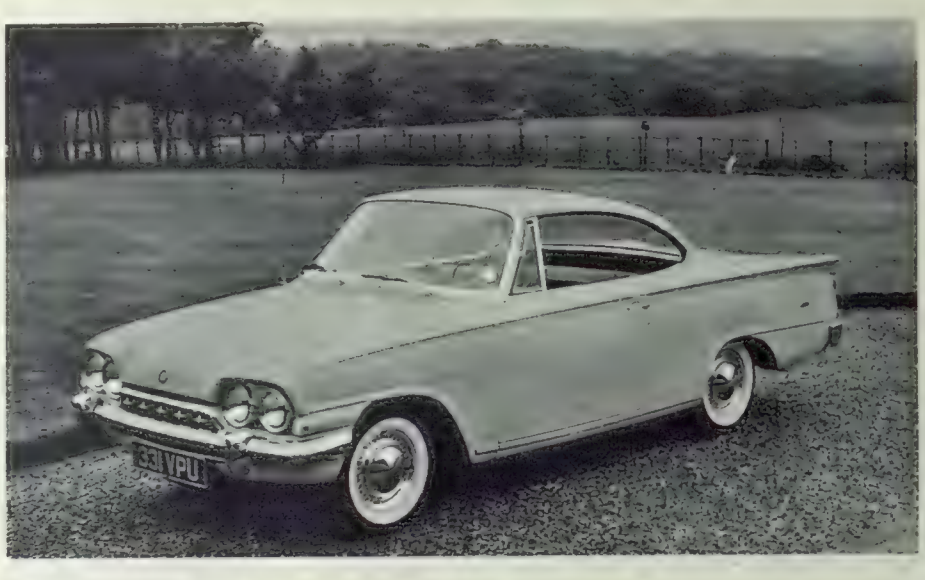
The Capri I have just road-tested had a steering column gear-change and while it worked very well indeed it seemed unsuited to a car with sporting pretensions and bucket seats, and I was relieved to learn later that a floor-mounted lever is available at no extra cost. (Another useful "option" is leather upholstery, though in this case there is an extra charge of a few pounds.)

My only other criticism of the Capri concerns the handbrake, which is inconveniently tucked away under the dashboard. In all other respects I give the Capri full marks. It runs quietly and smoothly, corners well and gives a comfortable ride. The steering is light and precise and the front-wheel disc brakes and dual headlamps (which do their jobs extremely well) give you the feeling that you are driving a car of very modern design.

The bucket seats are well-shaped and give plenty of support in the small of the back. As a two-seater the Capri has an enormous amount of luggage-space. The boot itself has a capacity of 22 cubic feet and there is plenty more room behind the front seats; in fact, enough to take two adults, though cushions would be needed for comfort.

It is a well-equipped car, with variable-rate electric screen-wipers, horn ring, headlamp flasher (combined with the turn indicator switch), an efficient heater with simple controls, cigar lighter and screen washer. Top speed is around 80 m.p.h. and the petrol mileage works out at between 28 and 30 to the gallon, according to how the car is driven.

Home deliveries of the Capri begin early next month. Production is currently running at rather more than fifty a day and about 2,000 have been shipped abroad already. This interesting car costs £916, including tax (£149 more than the Classic).



The Ford Capri, the coupé version of the Consul Classic 315

The pattern of Grand Prix racing next year is still very confused but lately there have been one or two pointers to the way things are likely to go. Jack Brabham, who won the world championship driving for the Cooper team in 1959 and 1960, has left Coopers to build and drive his own cars. Initially next season he will drive his own Cooper with a 4-cylinder Coventry Climax engine. The first car of his own design and construction will not be ready until near the end of the season. Brabham tells me his first design will be conventional, with a V-8 Climax engine behind the driver. It will probably follow the lines of the M.R.D. Formula Junior car built this year by Motor Racing Developments, of which Brabham is managing director.

Bruce McLaren, the modest young New Zealander who has been Brabham's loyal team-mate with Coopers, will become No. 1 driver for the Surbiton (Surrey) *équipe* which is hoping to race with the new Climax V-8 engine from the start of the season.

Stirling Moss, who shared second place with American Dan Gurney in the 1961 world championship (won by American Phil Hill in a Ferrari), is expected to drive again next year for Mr. Rob Walker and U.D.T./Laystall, and if he is seen at the wheel of a Grand Prix Ferrari (which is not out of the question) it will not be as a works driver. Mr. Walker, I understand, will confine himself to Grand Prix racing in 1962 and it is likely that he will again run a Lotus, but with the new V-8 engine.

The Yeoman Credit team has changed its name to Bowmaker-Yeoman. Yeoman Credit, the first big finance company to set up a full racing team, is a member of the Bowmaker Group. "It is felt," an official told me, "that motor racing should now become a group effort rather than the activity of just one company in the group."

Even more important is the news that the Bowmaker-Yeoman team will be racing Lola cars next year instead of Coopers. They will be racing them as a works team for the Bromley (Kent) organisation—run by thirty-three-year old Mr. Eric Broadley—which designs and builds Lola cars. Up to now only Formula Junior and two-seater sports Lolas have been built. The 1½-litre Formula One Lolas will probably have Climax V-8 engines.

It will be seen from all this that British Grand Prix prospects depend heavily on the efficiency and reliability of the new Coventry-Climax V-8 engine, but I am glad to hear that the new B.R.M. V-8 power plant will also be put on the motor racing market when there are enough available after meeting the needs of the B.R.M. team itself.

John Surtees, former world motor-cycle champion, will be driving for Yeoman Credit for the second year running. He went to Italy to see Enzo Ferrari and might have joined the Italian team with the symbol of the prancing horse if they had not insisted that he would be required to drive Ferrari *gran turismo* and sports cars as well as Formula One models.

It looks as if American Richie Ginther, who drove for Ferrari last season, will be signed up by Sir Alfred Owen's B.R.M. team but negotiations had not been concluded at the time of writing this and it was not known if Graham Hill will be driving for the Bourne (Lincolnshire) *équipe* for another season.

First of the ten *grands épreuves* counting towards the 1962 drivers' championship will be the Dutch Grand Prix at Zandvoort on May 20. For some years now the Grand Prix season in Europe has opened with the Monaco Grand Prix, which next year will take place on June 3. The German Porsche team is expected to have its new 8-cylinder, horizontally-opposed, air-cooled engine ready for Zandvoort.

The new turbine-engined "Bluebird," in which Mr. Donald Campbell plans to make a fresh attempt on the world land speed record in Australia in May, June or July of next year, is nearing completion at the Coventry plant of Motor Panels Ltd., a member of the Rubery-Owen Group.

It will be basically similar to the £1,500,000 car in which thirty-nine-year-old Campbell crashed at 350 m.p.h. on the Bonneville Salt Flats, Utah, in September 1960, while practising for his attempt to beat the late John Cobb's 394.196 m.p.h. record.

One important difference will be the addition of a tail-fin, nearly 8 ft. tall, to give greater stability at high speeds. This stabiliser, of aerofoil section, is easily removable. British Petroleum, who are again providing fuel lubricants and technical assistance, tell me that the car's centre of gravity is being brought nearer the front partly by re-positioning the batteries.

The differentials in the gear-box have been locked to prevent the car being slewed round by wheelspin and the cockpit canopy will be thicker. It will be made of glass fibre instead of Perspex. The speed bid will be made on the salt bed of Lake Eyre, 500 miles north of Adelaide, in South Australia. Mr. Andrew Mustard, a Dunlop racing tyre expert, has gone to Lake Eyre to carry out tyre tests in connection with Campbell's new speed bid.

A big advance in Great Britain's quest for better road communications was the recent opening of the final, 1¼-mile stage in the programme for giving dual carriageways to the whole 12¼-mile length of London's Western Avenue, which is part of A 40. This last stage, between Uxbridge and Denham roundabouts, cost £290,000.

Traffic Footnote: Mr. Ernest Marples' Christmas traffic arrangements for London came into force this week and will continue until the end of the year. There are ten temporary car parks for shoppers, with charges of up to 10s. a day at five of them. One-way traffic systems have been introduced in the Baker Street/Gloucester Place and Piccadilly areas and 4,250 new parking meters (including 500 long-term meters with charges of 2s. or 2s. 6d.) have come into operation, bringing Central London's total to 10,600.

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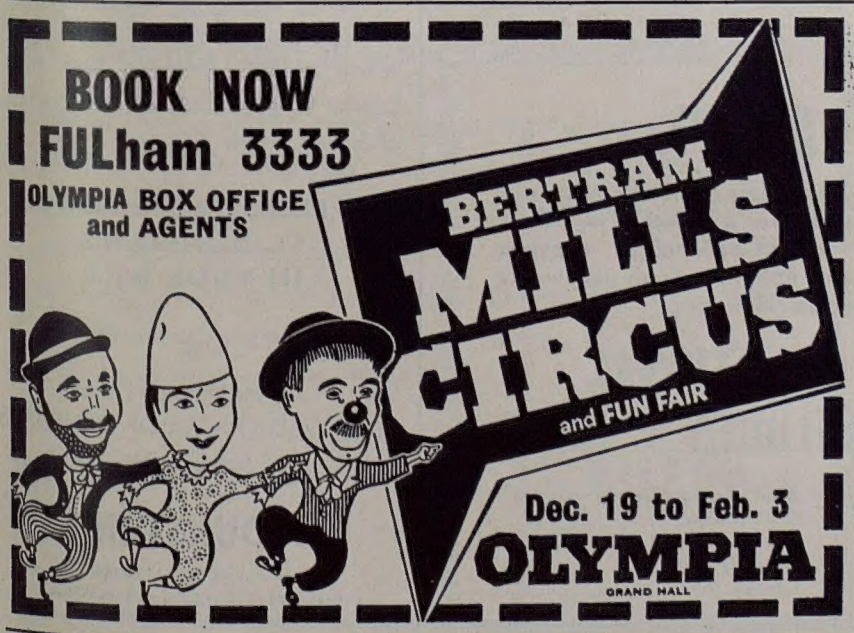

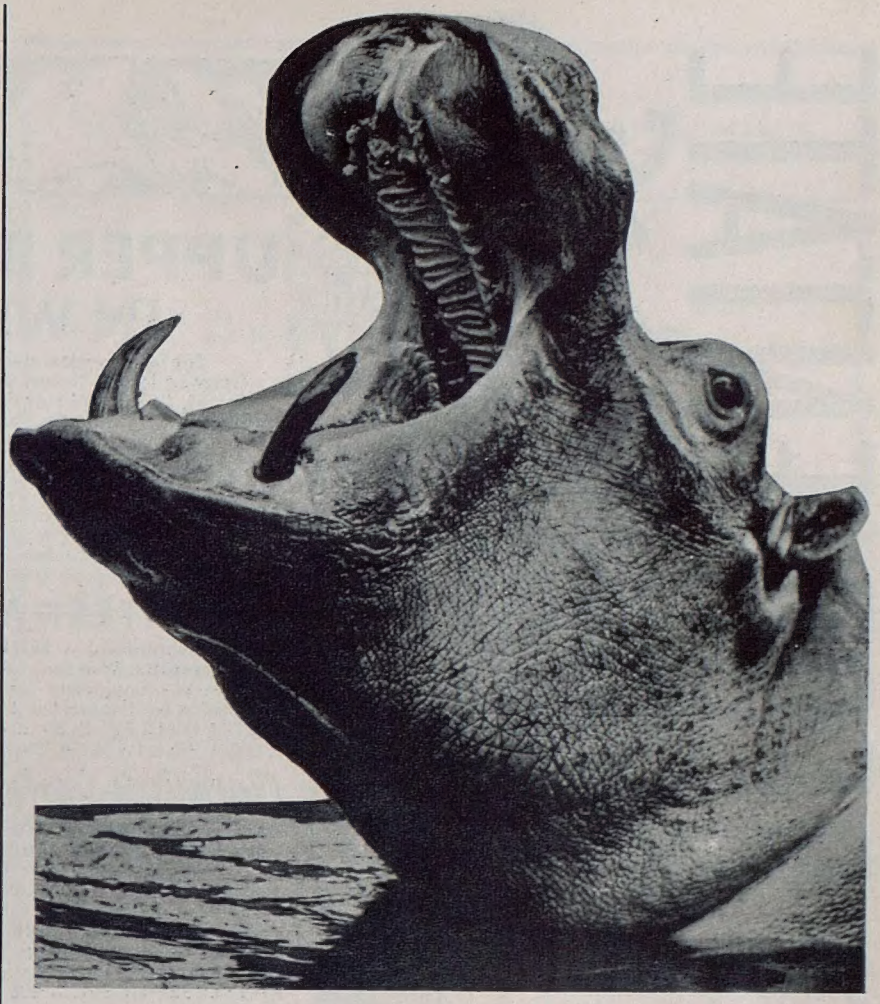

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